MOTOR RACING

Vol. II—No. 3 119 Los Angeles, Calif. (Published Bi-weekly) 15c November 16-23, 1956

# THIS IS HOW BATTLE OF FERRARIS WOUND UP NOV. 4

—Ken Parker

## Texan Carroll Shelby Had Too Much Steam for Santa Monica's Phil Hill

REALLY PAYS TO WIN
Shelby Gets Kiss from Susan

MOTORACING

Vol. II—No. 3 119 Los Angeles, Calif. (Published Bi-weekly) 15c November 16-23, 1956

AND DRAKE GETS ... TASTE
Victory Banquet Action

# Ban Morgans, Renaults from Race

THE MORGAN, 4CV Renault and 2CV Citroen have been banned from the California Sports Car Club's road races scheduled for Paramount Ranch Saturday and Sunday, Nov. 17-18.

The club claims it is acting in good faith, feeling that as a result of past performances these cars are unsafe.

Distributors, dealers, owners and drivers of these marques are furious over the ruling, but at the time MOTORACING went to press it had not been rescinded.

Action was taken by the board of governors of the sponsoring CSCC club.

Morgans have been losing wheels, but it has been pointed out that other cars, too, have lost them during the past three or four races. A Renault flipped at Pomona. The suspension of the Citroens has drawn an unfavorable eye from officials.

MOTORACING learned that the CSCC assertedly would allow the Morgans to race if the distributor would certify the cars are safe and would be equipped with safety plates on the wheels. The distributor allegedly refused to give the certification.

A group of Morgan owners is now busy digging up all past history relating to the racing of this car, made famous here by Bob Oker (for Ed Savin) before he took to the wheel of the AC Ace-Bristol. They are unearthing all info on lost wheels and front suspension trouble.

All entries of the Mercedes-Benz 300SL also will not be accepted unless the owner can prove to the technical inspectors that adequate provision has been made to prevent oil being deposited on the track.

The field is limited to senior drivers only. Not more than 25 cars will be eligible for any one race.

Two races are slated Saturday, at 2:30 p.m., four Sunday, starting at 11 a.m. The modified over-1500cc go is 1½ hours.

Back to defend the crown he won in the track's first program last summer is Harrison Evans, Westwood, Ferrari Monza.

Shooting for two laurels will be Bob Drake, currently the hottest item on the circuit. He won at Pomona in the over 1500cc main event and captured the Palm Springs under 1500cc feature.

Drake enters the potent Cooper against the smaller machinery and takes a crack at Evans in the headliner with the Aston-Martin.

Bill Murphy, who has picked up five blue ribbons this year, reports his Buick-Kurtis is ready for the grind. In addition there are such stickouts as Harold Erb, D-Jag who ran third at Palm Springs; Ken Miles, Cooper-Porsche; Bob Oker, AC Ace-Bristol; Richie Ginther, Porsche Spyder; Bill Pollack, Alfa Romeo; Rudy Cleye, Mercedes 300SL, and Eric Hauser, Outhauser Special.

Another interesting threat is Chuck Porter who has readied his sleek modified Mercedes 300SLS for the big test. He's added a supercharger and confidently predicts an improved showing.

# SHELBY, DRAKE WIN AT PALM SPRINGS

AJ187

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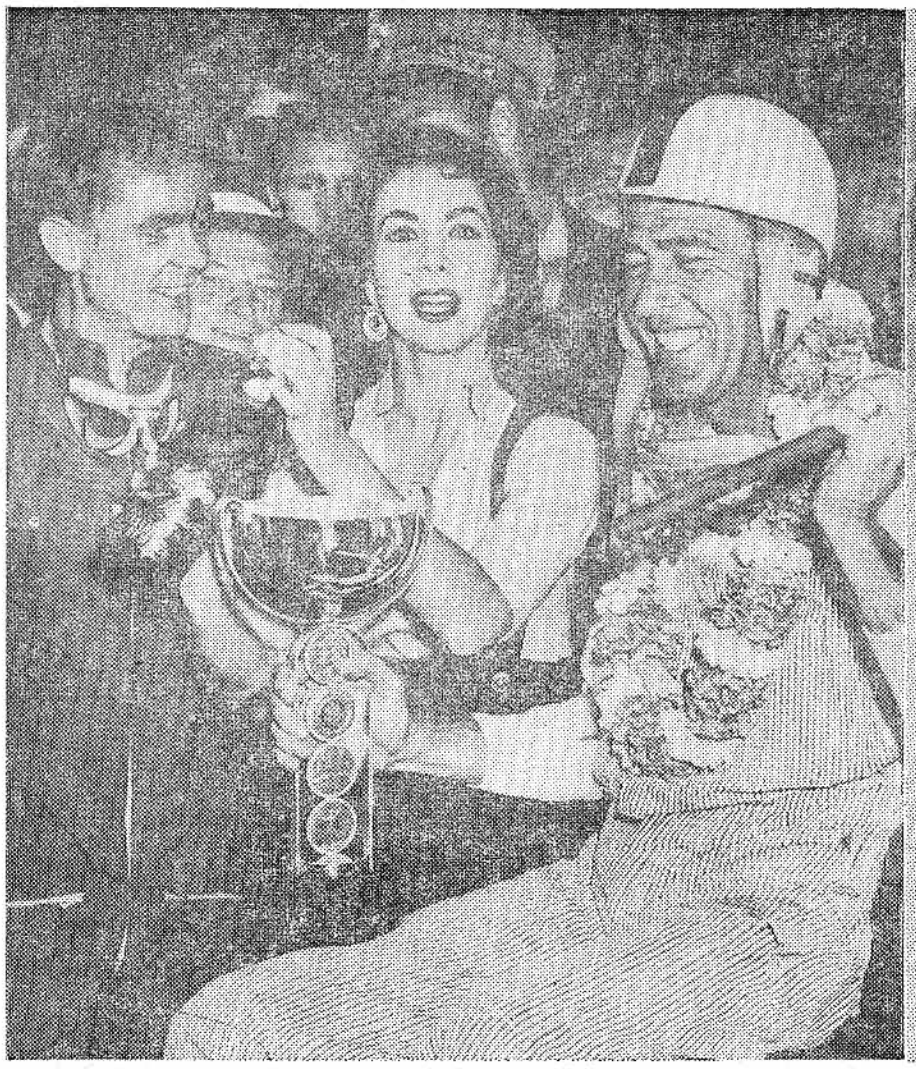

—Lester Nehamkin

THE WINNAHS!—Champagne for the champions was the order after the two big races at the SCCA National at Palm Springs Nov. 4. Ready to pour Paul Masson product into one of the beautiful trophies George Cary, Jr. brought from Italy is Actress Susan Cummings. She's flanked by Carroll Shelby, right, winner of over-1500cc feature in John Edgar 4.9 Ferrari, and Phil Hill, who took second in 3.5 Ferrari. Right photo shows Bob Drake, sensational winner of under-1500cc race in Cooper, grasping his product of the vine as Kitten Farrar 'cheeks' him.

## • Racing Pow-Wow

By Maury Powell

### SHELBY SHOWED TOP SENSE IN RACE SHOWMANSHIP

ACTION A-PLENTY earmarked the SCCA's championship road races at Palm Springs, no matter whether one visited the bistros, dining spots, liquid refreshment stores, private parties or what-have-you.

High-octane imbroglios seemed to be the order of the day over the weekend. Some of the names involved would set your shell-pink ears a-jangling, but if the Duke next door wants to wonder all about it—that's his biz. We don't hold with no scandal in this wigwam.

**The fact is that yours truly returned to his humble Temple City abode with naught but happy memories, despite being mired in the almost quicksandy sand near the pit gate for nigh onto two hours.**

At this point, we wish to thank Rudy Cleye publicly for loan of his jeep in extricating the two station wagons belonging to Ye Ed and me, and a special thanks to Ted Davis, who helped mucho. The gory details anent the miring of Rudy's jeep, requiring the services of still another jeep whose two occupants were roving the area licking their chops just waiting for hapless, helpless suckers like us so't they could pick up a few bucks, we shall spare you.

*Gotta hand it to Carroll Shelby for the thrilling show he engineered for the spectators. Not many drivers have this sense of showmanship. We've seen all types of racing for some 20 years, and few drivers are possessed with the inate skill of giving the paying bloke a real show.*

For example, too few drivers even acknowledge their introductions over the public address system. Some do it condescendingly. The really popular pilots among the pros are those like Johnnie Parsons, who give the fans a hearty salute and a smile. You're not being a "showboat" at all when you simply snap an acknowledging salute to the customers. After all, whoinell's paying the freight at the gate? Not Santy Claus!

#### OL' SHEL REALLY OUTDID HIMSELF

Moreover, some drivers make a point of trying to win every outing by a margin of from here to Watkins Glen. We realize that with mechanical failures liable to pop up at any time a guy'd be stupid to slack off too much. With proper judgment an outsized leader could gauge the pace and help keep the field together, it would appear.

**Ol' Shel certainly outdid himself in permitting Phil Hill to all but climb into his lap from about the 17th lap on in the featured Palm Springs hassle. You'd have thought they were busily engaged in swapping the latest stories—so close did they run.**

Press observers atop the comfortable Volkswagen Microbus provided MOTORACING by Gordon and Ann Martin were problematizing all sorts of things causing the Texas ace's laxity in dusting off Hill good-and-proper. After all, Ol' Shel had gobs more car under him, particularly on the straights.

#### BOTHWELL TURNED IN A FINE JOB

*Race Chairman Lindley Bothwell turned in an admirable job, as did his aides-de-camp. At the risk of omission, we'll name Ignacio Lozano, Charles Tillitson, James Van Trees, Herb Welch, Al Fleming, Harvey Simon, Duane Alan, Bob Hagerty, Dave Davis, Art Gebhart, Jean Burkhard and Mac Shannon among the more active workers.*

The Women's Sports Car Club creditably handled the scribing, scoring and registration chores.

George Cary, Jr., race coordinator, organized things beautifully, even to arranging for perfect weather. His press staff, Al Martell and Mike Hamilton, deserve a word. What's more, no one, at least among the press corps, was really mad at them for somehow coming up with about a dozen too many race "queens."

**For a spell, there was quite a covey at the start-finish line champing at the bit to rush in and kiss the winners. Included were Ann Miller, Yma Sumac, Susan Cummings and a brave lassie from the Tennis Club named Kitten Farrar, attired in the near-100 degree heat in a leather cowgirl's outfit!**

★ ★ ★

#### HERE'S THE LATEST INDY RUNDOWN

**1957 INDIANAPOLIS SKAM**—Here's the rundown on some sparkling new autos being created for the next "500" around Southern California shops, **Bob Laycock,** press assistant for Indy who was visiting in this area with wife Virginia and son Danny and who prowled about with Mobilgas' racing rep, **Bill Taylor,** picked up these tid-bits:

**Frank Kurtis is** building two for **Pat Clancy,** two for the **Sumar** stable and one each for **Ray Crawford, Lee Elkins, George Bignotti, Jim Robbins, Duke Donaldson** and, hold your hats, the combine of **Jim Kimberly** and **Ed Walsh.**
(Are those rumors true Carroll Shelby is heading for the "500"?) . . . (Editor's Note: YES!)

**A. J. Watson** is busy for **John Zink; Quinn Epperly** for **Lindsey Hopkins; George Saligh** for he-won't-say-who; and **Eddie Kuzma** for the **Greenman-Casale** team.

## Who Is Your Choice?

**MOTORACING will reward the eight top achievements in West Coast road racing for 1956 with beautiful two-foot-high trophies. Awards are to be made on the basis of votes cast by MOTORACING readers.**

**Fill in ballot and mail to this publication, 725 No. Western Ave., Los Angeles 29.**

Best over-1500cc car .....
Best over-1500cc driver .....
Best under-1500cc car .....
Most improved driver .....
Most outstanding personality .....
Most under-rated driver .....
Greatest contribution to the sport .....


# MOTORACING

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# LETTERS to the Editor

#### CLEYE VS. THOMPSON

Did any of the officials at Palm Springs see that flagrant display of unsportsmanship by Rudy Cleye between turns 2 and 3 on Sunday?

During the cool off lap after Thompson had won the race, Cleye came barrelling around turn 2 and cut sharply in front of Thompson. If it had not been for Thompson slamming on his brakes they would have come together. Cleye, then shaking his fist at Thompson, pulled over and stopped, opened his hatch and from all visual indications was ready to fight Thompson then and there in the middle of the course. Regardless of what his reasons were—if that is another example of Cleye's discretion and sportsmanship then it's time for a change, or banishment.

The only time Cleye was close enough to Thompson to get mad was on the first lap. There wasn't even room for imagination between them on turn 3. However, that was due to no one's fault, as the whole pack was jammed in there together.

It seems as though there may be a slight case of jealousy on Rudy's part on the way Thompson has been able to compete his $4000 job against Mr. Cleye's $12,000 job. If this is wrong, then I humbly apologize and retract everything. However, we would like to know what prompted Rudy Cleye's actions.

**Edgar R. Pye**
**Pomona, Calif.**

#### STORIES ON DRIVERS

As an avid reader of MOTORACING from the printing of its first issue a year ago I have become more intimately acquainted with factors pertaining to this great sport. I have found your paper a source of deep enjoyment and often times I will go through back issues in search of information or attitudes on various topics.

Through the years I have met many of the big name drivers as well as the sincere independents who have contributed so greatly to road racing.

In doing so I have become eager to know more of these people and the forces that brought racing into their lives. I would be very happy to see articles appear in your paper about the lives of the big time drivers as well as those who can only devote a limited amount of time to the sport as myself.

**Franklin D. Wolmuth**
**San Francisco 27**

(Editor's Note—Stories such as you request will be published—just as soon as space permits.)

#### MYSTERY CHARACTER

You have us going on Flavio St. Germain. Is this really a mystery man? Never since John Montague, who was the phantom golfer, has anything attracted so much attention. I noted in a San Francisco paper a quote from MOTORACING about this St. Germain character and enclosed is also a clipping about him (or someone with his name) from Hank Greenspun's Las Vegas Sun. These dames claiming to be wives and these chorus boys claiming to have been in France with him? Well, whoops!

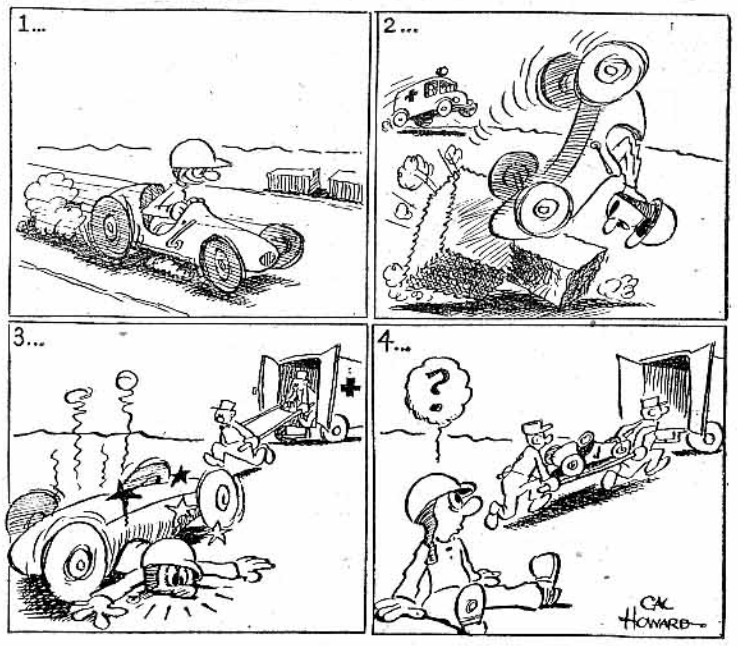
**Dora Ackerman**
**Los Angeles 29**

#### PRO AND CON ON ST. GERMAIN

Enclosed is a notarized statement of my birthplace (Ontario, Canada). I hereby state categorically that this Germain and who was a carnival worker, wrestler, bouncer, writer and a man on the order of the adventurer, but never think for one minute that this man was dishonest or that he consorted with chorus boys. St. Germain is a heavy-handed sort of a guy, the man we knew, but that picture you print of him resembles him as he was a good many years ago with slight changes, which we believe is done purposely. Can you people print some actual facts about him so that we know one way or the other?

**Pierre Mondeaux**
**Ontario, Canada**

## CAM(P) FOLLOWERS ★ By Cal Howard




## THE DUKE WONDERS . . .

WHO FILCHED Phil Hill's best-of-show trophy at the Palm Springs concours?

**How come the original Nov. 25 concours announcement came from Courtney Van Ornum?**

If the cops are still looking for the "culprits" who lined up that rallye to Chinatown?

**Who was actually responsible (in the CSCC) for scuttling Tracy Bird's insurance plan for drivers?**

Who tried to upset the milk & honey relations between the CSCC and the Long Beach MG Club?

**If that guy knows the meaning of the word "digress" (he invariably OPENS a meeting thusly: "Before I START let me digress . . . it is mandatory blah-blah-blah . . . it is mandatory blah-blah-blah . . . it is mandatory blah-blah-blah.")?**

If the Cal Club will ever wise up to the FACT that one of the big reasons it is becoming more and more unpopular is because, unlike the SCCA, the drivers have absolutely no voice in the club?

**Who was the big-bore hotshot driver who took it upon himself to beckon many cars across the track into the pits while the races were progress at Palm Springs, and who was the SCCA mogul among those driving one of the cars (I have movies of this one)?**

What Southland promoter seems to be having trouble deciding just what shade to dye his hair?

**Who was the luscious doll who attracted as much (or more) attention as the guest of honor at the Tigers' party for Stirling Moss?**

What's the reason a certain Indianapolis promoter is having trouble with negotiations for sale of that speedway just across from the "500" track?

**Why the CSCC didn't go along with the SCCA trick or treat Chinese fortune cookie stunt at the former's Victory banquet ("The waitress removed them at my request!")?**

Why that Hollywood trade sheet doesn't sober up and quit fouling up stories having to do with which car has the engine of the late James Dean?

**Is it true that one L. A. pro sports car group, unable to finalize a racing deal near San Diego, up and queered prospects for another pro group?**

If people still think Gold Suit's the "world's greatest promoter" after that Paramount Ranch stock car fiasco that reportedly set him back $5000 by drawing less than 6000 paid fans, many of whom left the track early due to the dismal show, dust, etc.?

**Why none of the "stars" went over to congratulate Joe Lubin after Bob Drake drove his Aston Martin to victory at Pomona?**

The nature of the gift presented to Stirling Moss at the Blarney Castle the other night?

**If it's known that a Cal Club official's insulting insistence on the letter rather than the spirit of the law at Pomona prompted a certain driver to sign with the professional group on the spot?**

If you know that the driver a two-toned Triumph escaped an official protest at Pomona only because one of his competitors pleaded in his behalf, saying he'd rather beat him despite his dubious tactics than have him disqualified?

**Why the SCCA Westport Pharaohs had the gall at the recent local meeting to say they answered all their mail regarding complaints, etc. (MOTORACING gets beef after beef from SF and LA drivers who never get any satisfaction from the Westport-tarpons)?**

How long it's been going on between that beautiful blonde and that auto mogul since they were checked living it up at the Tally-Ho on Beverly Blvd.?

**What race enthusiast's wife threw a glass of Scotch (cubes & all) into his whipping boy's face at a Palm Springs soiree?**

How come officials let Oker and Forbes-Robinson start a race at Palm Springs and then black-flagged them for not being eligible when they started shellacking the Mercedes, etc.?

**What big-name hotshot charged back onto the track at Palm Springs after a spin-out without waiting for an OK from the turn marshal and caused another car to spin trying to avoid smashing him broadside?**

How many saw that PS loser blow his stack, nerf the winner on the cool-off lap and shake his fist at the lad?

# • Vignettes

**by Gus V. Vignolle**

**Everything Goes Up — And That Includes Race Club Dues**

MARGINALIA (or random thoughts while blowing off the Detroit elephants)—This is frosting or roasting a lot of guys, depending on their allergies to the elements. Reference is made to the CSCC's upping the dues 100% to a sawbuck, or $10.

The beefers say the club asserts racing, not dues, has taken care of the office in the past. Why shouldn't racing continue to take care of the oficina? they ask. Why dues? For the new tab, members get a subscription to a monthly sports car sheet, which takes place of the Newsletter.

**To JM: the Morgan hassle has not been settled . . . Ed Savin has issued a challenge to a match race between his AC Ace Bristol (Bob Oker) and Dick Thompson and his Corvette. We got some loot that says Oker will take him. Did you note how that Corvette front end was nailed down at Palm Springs?**

To BG and GB: thanks very much. It's much better this way. Life is too short . . . Man wants to know why Ken Miles bored out the Porsche Cooper so it runs in the over-1500cc duels Simple. If it goes in the under-1500cc, he'd blow off all the Porsches. Miles drives for John von Neumann. Von Neumann is the Porsche distributor. Comprende?

*We've gotten guff for urging that trees be removed as hazards from road racing courses. They say if you're going to get it, you'll get it on an airport course or any other type of circuit. How about some comments on this?*

### A LUSTY CHEER FOR THE POMONA ELKS

A cheer to the Pomona Elks for being so understanding and wanting to do **everything** in their power to make racing safer . . . Who are your favorites? Check the ballot box on Page 2.

The Monterey Peninsula Chamber of Commerce has collected a very sizeable sum to build a road racing course and perpetuate the Pebble Beach Race. Several sites are under consideration and Jack McAfee, as National Contest Board Member, has been asked to inspect these sites for National approval. This is done to avoid the present trouble at Watkins Glen. The S. F. Region has been working on this deal for some time and is anxious to get it under way for a race next year. A sort of Road America deal with probably two races a year.

**The nominees for Regional Executive of S. F. Region are Jimmy Orr, present regional Contest Board representative and race driver, and Clark McCartney, Activities Chairman for the past year.**

The March 16-17, 1957 dates will be at Stockton Airport. The rest of the dates are tentative with maybe two races at Sacramento in April and October. Santa Clara Fairgrounds, Arcata, Santa Rosa and Buchanan Field are hopeful but not positive as yet.

★ ★ ★

### NOW HERE'S ANOTHER LITTLE NIFTY

Here's a nice little story that may send you.

Some months ago Tracy Bird, of Tucson, a member of the California Sports Car Club, plunged into the job of securing an American company to write insurance covering cars competing in local races. He got together with Lew Bracker, well-known Valley Porsche driver and also a member of the Cal Club, to be the Los Angeles representative.

**Naturally, they wanted to make this insurance available to the Cal Club drivers. They met with the CSCC. Five weeks went by. No word from the CSCC on whether the plan had been rejected. No queries on what was wrong with the insurance. Nothing. Nada.**

The Los Angeles representatives of Lloyd's of London and the head of the club's Insurance Committee announced first such coverage had been made available to CSCC for the last Pomona races.

*Now that the two members and drivers of the CSCC had been spurned—actually ignored—they were told the other insurance was better.*

You, the drivers, decide which is the better insurance.

The Cal Club's deal is 3% of the declared value of the car, plus 7½% tax of the premium (the latter is required on all Lloyd's of London policies written in this country). The deductible is $150 minimum, $300 maximum. It must be taken on an annual basis. You must insure the car for 80% of its value.

Now the Bird-Bracker deal: 5% of the declared value of the car with no tax. The deductible is $100 minimum, $250 maximum. Obtainable on an annual or per-race basis. Premium is 1% on a per-race basis, meaning the car is insured from the time it is towed to the races, for as many races as it is driven during the week-end, including practice, and until the car is towed back home. You are not required to insure to any particular percentage of the value of the car. The owner decides how much protection he wants. 500cc and GP cars are not excluded as they are in the other one.

**Additionally, on the latter deal, Bird settles the claims in the Southwest, Bracker in the Los Angeles area.**

Get paper and pencil and figure it out.

### YOU DEAL WITH YOUR FELLOW DRIVERS

*The Bird-Bracker plan is cheaper in the long run and is run by two driver-members of the club, who are as close to you as the telephone. You do not have to deal directly with the company—you deal with drivers who are members of your club (and if your own club member doesn't give you a fair shake, you ought to really belt him!).*

It strikes us that the National Sports Car Drivers Association—and MOTORACING is for this group despite individual opinions you might have read from any of this publication's columnists—should study the relative merits of both plans and then decide which one to sail for.

**ED KRETZ**
SALES Dealer for SERVICE
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# DRAKE COMEBACK STUNS; SHELBY TAKES HILL AT PALM SPRINGS!

By Gus V. Vignolle

PALM SPRINGS, Nov. 4—There was a slight addition here this great weekend to the famous line, "Mad dogs and Englishmen go out in the noonday sun."

Some 20,000 fans turned out into the splashing sunshine to see the first Palm Springs SCCA National Championship races at the local airport. It was the last 1956 National meet — and one that long will be remembered, for it had everything — top drivers and races, flamboyant scuderias and a long whirl of glittering social soirees that left everyone with just enough vitality to take in today's terrific finale.

It was Carroll Shelby, personable 33-year-old Dallas oilman, over Phil Hill in the 105-miler for over-1500cc modifieds, and rugged, round-faced Bob Drake, popular Redondo Beach deep sea diver, over Pete Lovely in the under-1500.

**Shelby, piloting John Edgar's 4.9 Ferrari, had too much high-octane oomph for the George Tilp 3.5 Ferrari that Phil drove. It was Shelby's second win this year over Hill. He had beaten him at Pebble Beach.**

Except for a couple of fleeting moments, when Bill Murphy led until the back straight in his Buick-Kurtis, Shelby was in command practically all of the way and won by .05 seconds.

### DRAMATIC RACE

But for sheer drama, courageous driving and a spectacular comeback from the limbo of the lost, the laurels went to Drake, tooling Joe Lubin's 1499cc Cooper. He dropped from second to seventh when he was forced to make a 65-second pit stop in the eighth lap due to a loose spark plug wire, yet came back spectacularly to thread his way into the lead and nail Lovely, in Edgar's highly-touted Porsche 550RS, a volatile job that placed fifth overall and first in "index" last summer at LeMans. The margin was four big seconds.

But back to the big-bore. A surprising third was Harold Erb, in Ronnie Milosevich's D-Jaguar, the former Pete Woods iron. Next came John Barneson in the big Chrysler-powered class B Hagemann Special; Jack McAfee, in Edgar's 3.5 Ferrari; Drake, in an Aston Martin DB3S, and Lovely, in the Porsche again.

Murphy hung on in third hole, followed by Max Balchowsky, Buick Out Hauser Special, Erb, McAfee and John von Neumann, Monza Ferrari, who later threw a rod. On the 10th tour, Murphy lost his brakes and went out in the sand, almost winding up in Cathedral City.

**In short, Shelby made it on the straights, and Hill crept up on him through the turns. It was this way practically all of the 35 laps.**

What many of the fans did not know, though, was that Hill passed him three times, for at the start-finish it was Shelby-Hill for 35 times.

### FIERCE DRIVE

Twice, driving with fanatical fury, Hill overtook the power-brimming 4.9 through the first four turns, and the third time he did it just before hitting the front straight. But always on the long-stretches Ol' Shel had just too much steam.

Those long gains were invariably nullified as Hill went deep into the turns, and Shelby, having to shut off much earlier, finished with practically no brakes.

There was a big thrill just before Starter Al Torres brought down the checkered flag. Coming out of the final turn, they were neck-and-neck—some claim Carroll really could have belted him if he wanted to—but down the main straight it was the same old story as the red bomb pulled out to win by a fraction of a second.

**The victory clinched the '56 big-bore SCCA championship for Shelby, who had cleaned up all over the country.**

Balchowsky held down fourth when he went out on the 12th—a rocker arm cover gasket was spraying oil. From the time

(Continued on Page 11, Col. 1)

## Moss Scores in Maserati

**CARACAS, Venezuela, Nov. 4.—England's great driver, Stirling Moss, second in this season's world's championship, drove a Maserati to victory here today in the second Venezuelan Grand Prix. He then boarded a plane for Los Angeles, where he will visit friends before flying to another race in Australia.**

**Second today was World Champion Juan Manuel Fangio, Argentina, piloting a Ferrari, followed by Masten Gregory, Kansas City, Kans., in a Temple Buell Ferrari.**

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# EDITORIAL

As thousands of MOTORACING subscription renewals continue to pour in, one singular fact stands out more than any other.

It is this: the cry for sports car and road racing news and photos from many, many other sections of the U.S. and abroad.

"Give us something besides Southern California news," is the cry from San Francisco, from the Northwest, from the Midwest, from the Southwest, from the South, from the East Coast, from the New England states and from Hawaii, Canada, Europe, etc.

We are doing our ———est.

Only lack of space prevents us from using TWO-THIRDS of the material sent to us; ONLY ONE-THIRD gets into print.

The reason is simple — more pages are needed. And the size of any publication is governed by the volume of advertising.

Right now we are loaded for 12 pages. But increases come in four-page segments. As soon as advertising justifies 16 pages, the increase will be made, allowing for a proportionate boost in editorial material.

That will satisfy the hungry. That will satisfy us. That day is not too far away.

Meanwhile, we are doing our level best. Please try to be patient. At the rate MOTORACING has grown in shortly more than one year it won't be long now.

We are sure of that.

## • Rallye Roundup

**By Buzz De Bardas**

### MORE HARPOONS FOR THAT OLD FAVORITE—KNOT-HEAD

LAST ISSUE we were slaying knot-headed Rallye Masters, and the last copy was devoted to things they do. Let's look some more. Your instructions state 10-mile odometer check is at 1234 Bethany Home Road, which turns out to be a home for old women. You, to make matters worse, are car No. 56 and by the time you hit the odometer check you discover the 55 drivers with their foot in the fan have disturbed the old ladies and the police are out in force. Score one more for Old Knot-Head.

**Often old K.H. will hand you a set of instructions that state the 10-mile odometer check is at North American Aviation Plant No. 6, and you find the plant is two miles across—no mention is made such as the north edge or the first building—just the N.A.A.P. No. 6. The solution is simple—go home now before things get worse.**

**DO THINGS WRONG**

Next problem is the first check point. Here is the place to do things wrong (and he does them). 1. The check point is 10 feet the other side of a stop and go light (I did this once). 2. The C.P. is in the middle of a curve or in the middle of a bridge. 3. The C.P. has room for three cars and there are 100 entries. 4. Last but not least, the C.P. is 20 feet the other side of a R.R. crossing (dollars to doughnuts says there will be a train there this evening).

**Next we come to the coffee break. Every true competitor knows what to do. The instructions state: "Take 10 minutes for coffee at the drug store at 5th and Main." Everyone parks out in front and doesn't even mind walking a bit, just so you don't drive off the designated road and add extra mileage to the odometer.**

**WHO DID WIN?**

That is, everyone but Old Knot-Head. The day he laid out the Rallye, it was crowded in front of the drug store, so he drove around the back looking for a parking space. Not finding one there either and being angry, he burned rubber tearing out through an alley and finally found a parking place in front. Now who do you think won his Rallye?

*Next issue: A bit more on Old Knot-Head.*

### JAGS NEEDED

Jaguar Owners Club needs 200 XK roadsters and convertibles for the Hollywood Christmas Parade Nov. 25. Call Pat Patrick We. 8-2848.

### CHRISTMAS GIFTS

**Starting to think about Christmas gifts?**

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## CALENDAR

**November**

17-18—CSCC road races, Paramount Ranch, Agoura.
24—SCCA, L.A. Region, bongo & beer party.
25—Pomona Valley SCC, time trials, Pomona Fairgrounds, 8 a.m.
25—1st Continental Concours, Huddle Wilshire restaurant, Wilshire & La Brea, 12 noon.
25—Desert SCC Hill Climb.
T—SCCA (L. A. Region) Time trials, Costa Mesa.
*T designates Tentative

JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; DRAG RACES—Sundays; Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

**Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.**

## RALLIES

**November**

18—Arrowhead Masters' Rallye.
21-25—4th Annual Great American Mountain Rallye.
24-25—Whittier FCCA II Annual Chili Bean Tour to Borrego Springs.
24-25—S.C.U. Stygian Rallye, Acalanes High School Parking lot, San Francisco.
24-25—Convair SCC, 3rd annual Nutz & Boltz rallye, 950 W. Camino del Rio, San Diego, 8 p.m.
24-25—Whittier FCCA, 2nd annual "Chili Bean Tour" rallye, Whittier Quad, 7 a.m.
25—Sports Cars Limited, gymkhana, Poso strip, 14 mi. No. Bakersfield on Highway 99, 8 a.m.
* Designates event approved by So. Calif. Council of Sports Car Clubs.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Topango 4042.

AUDREY SAFFELL, former Los Angeles resident, receives victory flag after piloting Ferrari to win in Atlanta, Ga., SCCA women's race. Her hubby, Chuck, also won two races in same car.

## Ex-L.A. Couple Atlanta Victors

ATLANTA, Oct. 28.—Two former Los Angeles residents, Chuck and Audrey Saffell, won three out of five races staged here by the Atlanta (Ga.) Region of the SCCA and the Gainesville Georgia Jaycees. They drove their Ferrari 250 Mille Miglia over a 3.5-mile course with 12 turns.

Chuck won a race for over-1500cc production and over-1300 modified cars, and the finale for all classes, while Audrey finished ahead of two Porsches in the women's race.

Belles Classic—Audrey Saffell, Ferrari; 2. Jean Speidel, Porsche; 3. Joan Cramer, Porsche.

Chick Sprint (novice)—1. Ralph Bagwell, Jaguar; 3, Jake Shevlin, Austin Healey.

Lanier Cup (Under-1500 production and under-1300 modified)—1. Joe Sheppard, Lotus; 2. Jan Brundage, Alfa; 3. John Cuevas, Porsche.

Over-1500 production and over-1300 modified—1. Chuck Saffell, Ferrari; 2. A. C. Duncan, AC Bristol; 3. Walt Cline, Corvette.

Cherokee Medalist (all classes)—1. Chuck Saffell, Ferrari; 2. Walt Cline, Corvette; 3. A. C. Duncan, AC Bristol.

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## • Checkered Flag

**By Art Lauring**
Los Angeles Times Columnist

### THOSE BIZARRE DETROIT JOBS REALLY SHAKE YOU

YOUR CHRONICLER has just escaped from previews of Detroit's 1957 offerings and, to say the least, he is slightly "shook up."

The Detroit stylings range from the bizarre to the bizarre. Regardless of whether it's the "low" (you should excuse the expression) priced "big three" or the $5500-plus king-sized road locomotives, the Fifty-sevens are guaranteed eye-smackers.

Although the emphasis is on single-colored creations our builders have succeeded in making a solid color, for the coming year, look more jukeboxy than the '55 and '56 dual and triple-toned models.

**UPTILT HAPPY**

**When a certain deluxe job first introduced uptilted fish-tail rear fenders this writer felt the stirring of dire foreboding. Well, the trade, for the most part, has gone uptilt-happy. Some of the outward slanted, flaring rear fenders make these gilded Brobdingnagians resemble startled grass-hoppers!**

Of course, all have MORE horsepower, MORE torque and most of 'em are lower than before. Several marques have been able to achieve a squatster silhouette by reducing the over-all diameter of the wheels. On the credit side of this odd ledger is the fact that, at long last, attention has been given the matter of steering, braking and suspension. It is encouraging to see a greater utilization of torsion-bar suspension plus larger braking surfaces.

**FEW EXCEPTIONS**

**Now all of the foregoing is merely one man's reaction: this writer could be as far off base as the Democratic National Committee. Besides not all of the '57 American cars are so "daring" designwise: there are a few which DO resemble automobiles!**

★ ★ ★

**PARTS BIN:** . . . At the recent stock lashup staged on the Paramount Ranch 2-mile, snake-hipped black-top, it is interesting to note that the Detroit irons (sans flaring rear fenders) managed to whip around the circuit in over-all lap times only a minute or so slower than rapid transits posted by modified sportsters! This is a phenomena which has already been noted at Road America . . . With improved brakes and suspensions on certain '57 cars it could very well be that, in the hands of Messrs: **Ruttman, Mantz, Hanks, Stevenson** et al., stockers might give the sports cars a definite challenge. How about a match race sometimes twixt stockers AND squatsters?—say at Paramount or Pomona? . . . Cal Club burrah sah'bs lowered the boom, racewise, on Morgans, 4 CV Renaults and 2 CV Citroen: Pourquoi? No se. Also M-B 300 SL's will be barred unless owners have certain modifications made to prevent oil spillage! Mercedes should be gentlemanly and not charge, methinks!

## Shelby and Ginther Gain

By virtue of his Palm Springs win, Carroll Shelby crept to within six points of Bill Murphy in the over-1500cc West Coast point standings, and Richie Ginther's third enabled him to tie Ken Miles for the lead in the under-1500cc class.

Current standings on basis of 3-2-1 points for 1956 Sunday main events only:

**Over 1500cc**—Bill Murphy 18, Carroll Shelby 12, Jack McAfee 7, Lou Brero 7, John Barneson 6, Sam Weiss 6, John von Neumann 5, Harrison Evans 5, Phil Hill 4, Ken Miles 4, Masten Gregory 3, Bill Krause 3, Eric Hauser 3, Richie Ginther 3, Bob Drake 3, Jerry Austin 2, Jean Pierre Kunstle 2, Fred Woodward 1, Chuck Daigh 1, Harold Erb 1.

**Under 1500cc**—Richie Ginther 17, Ken Miles 17, Sam Weiss 14, John Porter 8, Jack McAfee 8, Eldon Beagle 7, Jean Pierre Kunstle 7, Pete Lovely 7, Bob Drake 3, Howard Wheeler 3, Cy Yedor 2, Bill Pollack 2, Frank Monise 2, Jean Oddous 2, Bill Eschrich 1, George Keck 1, Rex Huddleston 1, John McLaughlin 1, E. Forbes-Robinson 1.

## HOTROD ERA ENDS AS GILCHRIST WINS

Driving Tom Winchester's midget that had been "stretched" about a foot to meet wheelbase specs, Jim Gilchrist, Venice, won the 100-lap Grand Prix that ended Gardena Stadium's night racing season and also closed the CRA's year.

Dick Hawkins led until the 16th lap, only to spin out. Gilchrist took over until the 37th circuit when Tiger Nick Valenta, who'd been turning in a masterful job coming from last starting post in the 21-car field, got the lead.

On the 38th, Valenta was white-flagged out because of a broken radius rod, putting Gilchrist in command. Chuck Hulse closed fast for 2nd, with Wayne Weiler 3rd, Hank Henry 4th and Rosie Roussel 5th.

The race marked the end of an era insofar as track roadsters, or hotrods, are concerned. Owners have been ordered to convert them into streamlined Indianapolis-type autos for 1957 racing by CRA Prexy Walt James.

# Bothwell Headed For SCCA Prexy

To all intents and purposes, Lindley Bothwell, popular and stern-visaged veteran auto race figure from Woodland Hills, is the next president of the Los Angeles Region of the Sports Car Club of America.

Currently vice-president, he heads the slate of the board of directors presented to the membership Nov. 6 at Poinsettia Playground. Other selections: Duane Alan, vice-president; Jean Burkhard, secretary; Dr. Ross Thompson, treasurer; Dave Davis, activities chairman; Art Gebhart, Howard Campbell, Jim Van Trees, directors.

**Other nominations from membership are Dean Batchelor, vice-president; Charles Tillitson, secretary; Jean Oddous, John R. Band, Carl Endeward, Tom McLaughlin, Al Fleming and Beach Rising, directors.**

President Ignacio Lozano announced next SCCA Regional races will be at Palm Springs, April 6-7, with a big BBB (bongo & beer blowout) set for Nov. 24.

**Guest speakers included James H. Kimberly and Ed Walsh, national president and chairman of the contest board, respectively. Discussing rollbars, Walsh said he felt two of the four 1956 SCCA fatalities would have lived had they used that safety measure.**

Both said they would see to it that all letters to National would be answered.

Color movies of the last Sebring 12-hour race were shown by Alex Xydias.

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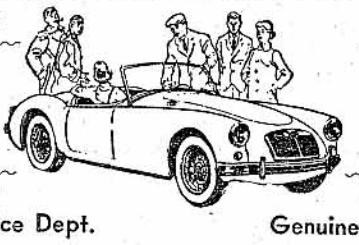
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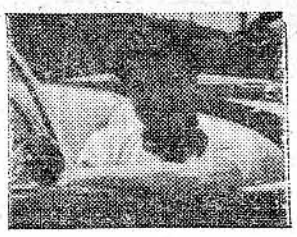
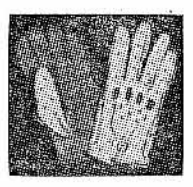
**MG MITTEN . . . tailormade accessories**

**Hi There!** It's only the middle of November but the question of what to give to whom for Christmas is already a problem. We would like you to consider some of our goodies . . . such as a Desmo mirror. (The shiny object in the lower left hand corner of this photo). A must for sports cars. Save hundreds of $ in body-work for only..... **$4.95**



If your friend can read he'll want to read "PRESS ON REGARDLESS," the hilarious story of Prudence who put an MG together in her bedroom and then couldn't get it out. You'll recognize a lot of people if you've been around Sports cars long (when YOU borrow it back to read yourself). Maybe you'd better get TWO copies, eh? Only..... **$2.95**

These are driving gloves as worn by the better racing element. Make an excellent gift for anyone whether he competes or not, though, because they are downright good looking and comfortable. So light you hardly know you have them on and so well made they'll be appreciated for years to come. Sizes 6½-10. Only..... **$7.95**



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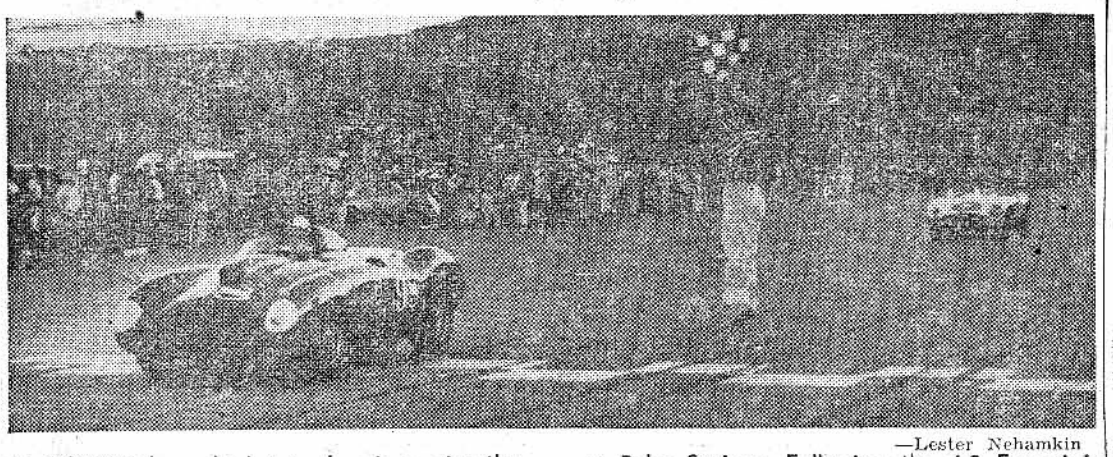
# Winners at Palm Springs National Races



—Lester Nehamkin

AL TORRES leaps high into the air to give the checkered flag to Carroll Shelby for winning 35-lap main event over 2.9-mile airport course at Palm Springs. Following the 4.9 Ferrari is Phil Hill, second in 3.5 Ferrari. The two-day SCCA race meeting drew 20,000 fans.

—Lester Nehamkin

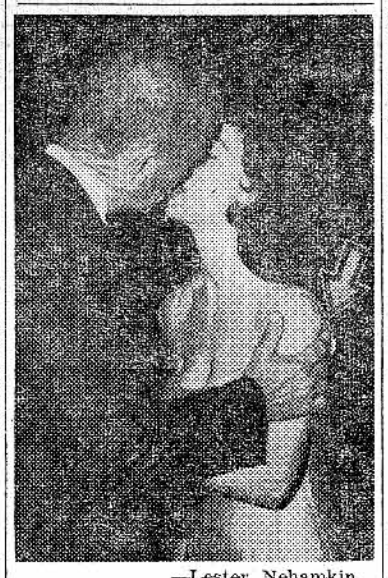
YMA SUMAC, the Peruvian songbird and actress, dishes out sa[illegible]ampagne to Richard Thompson, Washington, D. C., who won the over-3000cc production car race in Chevrolet Corvette.

—Ken Parker

HEY, ROBBIE, check your safety belt (arrow). It's of no interest, what with pretty Kitten Farrar around.

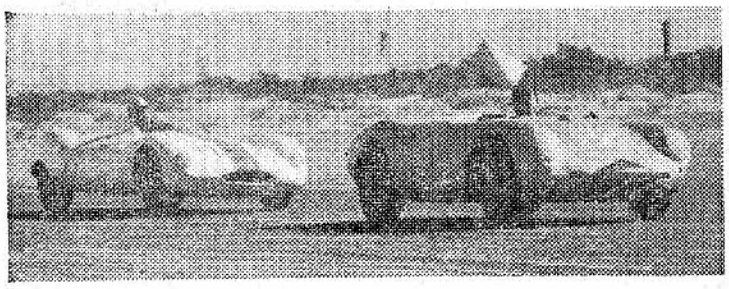
—Ken Parker

VICTOR IN women's race was Marion Lowe of Santa Cruz, in Frazer-Nash. Here, Frank Alten of KBLA's Motor Classics program interviews her after smashing victory.



—Lester Nehamkin

NOTE GRIP as Race Chairman Lindley Bothwell receives kiss from Actress Susan Cummings at Palm Springs Victory banquet.

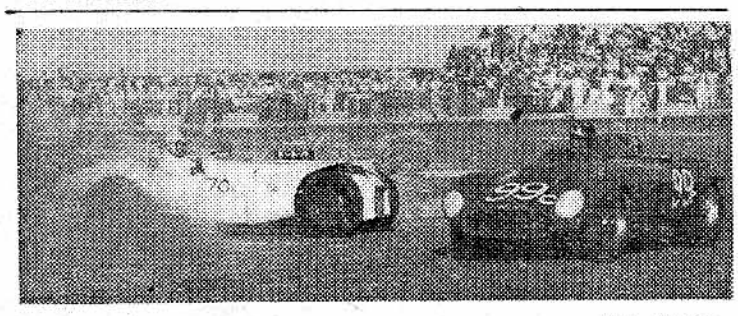


—Ken Parker

PETE LOVELY, Porsche 550RS, leads Bob Drake, Cooper, in under-1500cc classic at spa. Drake eventually overtook him to win the race.

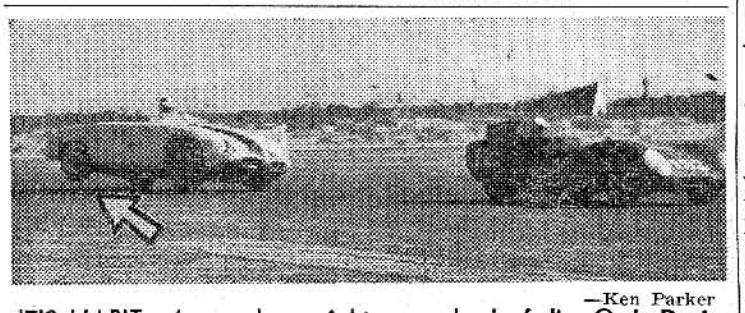
—Ken Parker

SENSATION at SCCA bongo party on eve of Palm Springs races was Bill Gardner of Cal Sales. One of bongo drummers and dancers whips him around (or vice versa).



—Ken Parker

MAIN EVENT—Jack McAfee, 3.5 Ferrari, roars by as hapless Max Balchowsky, Buick Out Hauser Special, spins out into the sand. Max later was forced out.



—Ken Parker

IT'S HABIT—Arrow shows right rear wheel of Jim Orr's Devin Panhard leaving ground in under-1500cc race for modifieds.

# Palm Springs Charts

**LOS ANGELES REGION—SCCA**
**First Palm Springs National Championship Road Races**
**SUNDAY, NOVEMBER 4**
**(Compiled by WOMEN'S SPORTS CAR CLUB**
**Data on non-finishers by CARMELA MARTIN)**

RACE 1—Production sports cars under 1300cc and production sedans under 1500cc. 10 laps. 30 miles. 28:51 Avg. speed, 64.4 mph.

| Pos. | No. | Driver | Class | Sec. Behind | Car |
|---|---|---|---|---|---|
| 1 | 181 | Morse, Richard | G | | Alfa Giul. |
| 2 | 104 | Garlick, Walter | G | 5 | Alfa Giul. |
| 3 | 151 | Miller, Leon | G | 22 | Alfa Giul. |
| 4 | 47 | Dair, Jack | G | 96 | MG-TD |
| 5 | 53 | Warren, Adrian | G | 100 | Alfa Spy |
| 6 | 22 | Decker, Cmdr. S.M.—USN | G | 103 | MT-TD |
| 7 | 71 | Pearson, Ron | F | 110 | Volvo Sedan |
| 8 | 155 | Newman, Fredrick | G | 115 | MG-TD |
| 9 | 203 | West, Anthony | G | 130 | MF-TD |
| 10 | 15 | Nickel, William | G | 145 | MG-TD |
| 11 | 3 | de Lado, George | G | 150 | MG-TD |
| 12 | 28 | Evans, Franklin | G | | MG-TD |
| 13 | 65 | Moar, Marvin | G | | VW Sedan |

Did not Finish—Kunz, 29, right rear wheel broken.

RACE 2—Women's race. 10 laps, 30 miles, 19:17 Avg. speed, 65.4 mph.

| | | | | | |
|---|---|---|---|---|---|
| 1 | 39 | Lowe, Marion | E | | Frazer-Nash TF |
| 2 | 200 | Davis, Mary | D | 4 | TR-3 |
| 3 | 253 | Levy, Ruth | E | 5 | Porsche Sup. Sp. |
| 4 | 193 | Shutes, Betty | E | 45 | Porsche Sup. Sp. |
| 5 | 115 | Sims, Virgina | E | 75 | TR-2 |
| 6 | 110 | Dixon, Marie | F | 164 | MG-A |
| 7 | 45 | McCormick, Margee | D | | Austin-Healey |

RACE 3—Production sports car 1300-3000cc except Mercedes Benz 300SL. 15 laps, 45 miles, 38:33 Avg. speed, 70.8 mph.

| | | | | | |
|---|---|---|---|---|---|
| 1 | 59 | Oker, Bob | E | | A.C. Ace Bristol |
| 2 | 277 | Forbes-Robinson, E. | D | 3 | Austin-Healey |
| 3 | 20 | Dickey, Donald | F | 70 | Porsche Car. Coup |
| 4 | 86 | Johnson, Dale | F | 73 | Porsche Carrera |
| 5 | 19 | Bird, Tracy | E | 130 | Porsche Speedster |
| 6 | 36 | Cowherd, Randy | E | 146 | Porsche Speedster |
| 7 | 60 | Cooper, Jeff | E | 153 | Porsche Speedster |
| 8 | 80 | Hills, J. | F | 180 | Porsche Carrera |
| 9 | 109 | Walsh, Ed | F | | Porsche Carrera |
| 10 | 25 | Evans, Robert | D | | Austin-Healey |
| 11 | 13 | Berry, Paul A. | E | | Arnolt-Bristol |
| 12 | 48 | Crowder, Gordon | E | | Porsche Super |
| 13 | 110 | Dixon, John | F | | MG A |
| 14 | 102 | Romprey, Ross | D | | Austin-Healey |
| 15 | 67 | Corcoran, Patrick | E | | Porsche Speedster |
| 16 | 16 | Curland, Mel | F | | MG-A |
| 17 | 123 | Thoms, Wayne | E | | TR-2 |
| 18 | 62 | Breskovich, Jack | D | | Austin-Healey |
| 19 | 141 | Sinclair, S. L. | F | | MG-A |
| 20 | 68 | Schillreff, G. H. | F | | MG-A |
| 21 | 120 | Patton, Robert | F | | Porsche Amer. |
| 22 | 171 | Anderson, Richard | E | | Porsche Speedster |
| 23 | 177 | Stevenson, John | F | | MG-TF |
| 24 | 159 | Haggerty, John | E | | AC Bristol |
| 25 | 41 | Tomerlin, Ed | F | | Porsche |
| 26 | 31 | Newhall, Richard | D | | Austin-Healey |

Did not finish—McCormick, 45; Moore, 72, flat tire; Bowers, 115, lost oil seal; Hanford, 77, hydraulic clutch line out; Babcock, 111; Levy, 253; push rod broken; Riedel, 33; Snively, 144; Thompson, 20; Hogan, 1333; Schulman, 175, lost oil pressure.

RACE 4—Veteran cars. 3 laps, 9 miles, 11:44.5 Avg. speed, 48 mph.

| | | | |
|---|---|---|---|
| 1 | 10 | Duane, Alan | Buick |
| 2 | 8 | Rosenthal, Walter | Pope Hartford |
| 3 | 9 | Chavez, Jesus | Mercedes |
| 4 | 6 | Curry, Phil | Simplex |

Did not finish—Bothwell, 17, too much oil.

RACE 5—Modified cars under 1500cc. 35 laps, 105 miles, 1:22:56 Avg. speed, 76.6 mph.

| | | | | | |
|---|---|---|---|---|---|
| 1 | 95 | Drake, Bob | F | — | Cooper Roadster |
| 2 | 88 | Lovely, Peter | F | 4 | Porsche 550 RS |
| 3 | 211 | Ginther, Richie | F | 92 | Porsche 550 |
| 4 | 89 | McAfee, Jack | F | 94 | Porsche 550 |
| 5 | 5 | Kimberly, James | F | | O.S.C.A. |
| 6 | 91 | Mayer, Harvey | G | | Lotus Mk IX |
| 7 | 117 | Leson, Chick | F | | Maserati Monza |
| 8 | 152 | Chamberlain, Jay | G | | Lotus XI |
| 9 | 27 | Banta, Harry | G | | Cooper Mk I |
| 10 | 169 | Porter, John | F | | Porsche 550 |
| 11 | 23 | Keck, George | F | | Porsche 550 |
| 12 | 90 | Hudson, Skip | G | | Alfa Veloce |
| 13 | 119 | Plass, Robert | F | | MG Spec. |
| 14 | 17 | Orr, James | H | | Devin Panhard |
| 15 | 61 | Boone, William | H | | D-B LeMans |
| 16 | 51 | Schroeder, Chuck | G | | Lotus Mk II |
| 17 | 58 | Parker, Ed | H | | Renault Spyder |
| 18 | 157 | Jamieson, Tommy | H | | Simca Crosley |

Did not finish—Bichl, 140; Freutel, 55, stripped gears; Wheeler, 7, lost oil; Holbrook, 32, pulley on fan belt broke; Fellows, 105, collapsed piston; Lozano, 63, overheating, Burhop, 134; Young, 42, stripped timing gears; Sutton, 52, ran out of gas; Miller, 74; Patterson, 87; Kunstle, 118, lost third gear.

**FORMULA III RACE**

| | | | |
|---|---|---|---|
| 1 | 188 | Fox, Tom | Cooper Mk IX |
| 2 | 213 | Holcomb, T. | J.A.P. Special |
| 3 | 201 | Black, Bill | Cooper Mk V |

RACE 6—Production sports cars over 3000cc, plus Mercedes 300SL. 15 laps, 45 miles, 25:17.5 Avg. speed, 72 mph.

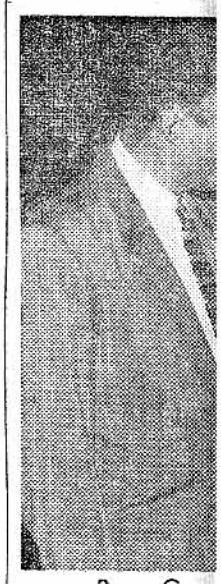
| | | | | | |
|---|---|---|---|---|---|
| 1 | 106 | Thompson, Richard | C | | Chev. Corvette |
| 2 | 35 | Bates, Jack | D | .01 | Merced. 300SL |
| 3 | 12 | Cleye, Rudy | D | .04 | Merced. 300SL |
| 4 | 166 | Dickson, Bob | D | 18 | Merced 300SL |
| 5 | 14 | Allen, Melvin | C | 64 | Chev. Corvette |
| 6 | 69 | Weller, Bob | C | 65 | Jag. XK-140 |
| 7 | 34 | Montonen, Henry | C | 108 | Jag. XK-120M |
| 8 | 187 | Love, William | C | 130 | Jag. XK-120M |
| 9 | 94 | Robbins, Irving | D | 140 | Merc. 300SL |
| 10 | 26 | Falkenberg, Bill | C | 143 | Jag. XK-120 Coupe |
| 11 | 37 | Jardine, Carl | C | | Jag. XK-140 |

Did not finish—Kinner, 1, recurrance of trouble caused from spin-out Saturday; Haring, 24; Danner, 100; O'Shea, 78, broken oil line; Peterson, 183, oil trouble, ran out of tread on left rear tire; Von Kaesborg, 10, left front wheel caught fire in turn one; Whelchel, 125, clutch slipping.

RACE 7—Modified cars over 1500cc plus first 3 finishers Race 5. 35 laps, 105 miles, 1:20:16 Avg. speed, 78:55 mph.

| | | | | | |
|---|---|---|---|---|---|
| 1 | 98 | Shelby, Carroll | C | — | Ferrari 4.9 |
| 2 | 2 | Hill, Phil | C | .05 | Ferrari 3.5 |
| 3 | 107 | Erb, Harold | C | | D Jaguar |
| 4 | 84 | Barneson, John | B | 10 | Hagemann Spec. |
| 5 | 99 | McAfee, Jack | C | 25 | Ferrari 3.5 |
| 6 | 49 | Drake, Bob | D | 48 | Aston Mart DB3S |
| 7 | 88 | Lovely, Peter | F | 70 | Porsche 550 RS |
| 8 | 199 | Gillespie, Robert | C | | Maserati A6GCS |
| 9 | 54 | Carveth, Rod | D | | Aston Mart. DB3S |
| 10 | 154 | Douglas, Jack | C | | D Jaguar |
| 11 | 39 | Lowe, Jim | E | | Frazer Nash LeMans |
| 12 | 218 | Boyle, Jack | D | | Austin Healey 100S |
| 13 | 92 | Laws, A. M. | C | | Jag. XK-140 |
| 14 | 79 | Path, Robert | D | | Ferrari Monza |

Did not finish—Leyden, 114, broken piston; Murphy, 6, lost brakes; Von Neumann, 11, threw a rod; Critchlow, 103, plugs burned out; Oker, 200; Thompson, 85, broken transmission cover fork; Balchowsky, 70, oil trouble; Cole, 81, broken rocker arm; Austin, 133, oil trouble; Groskritz, 18, ran out of water.



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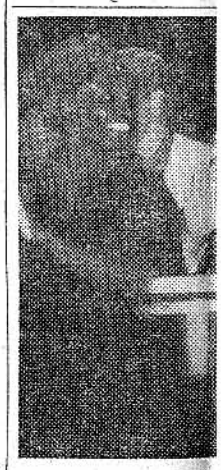

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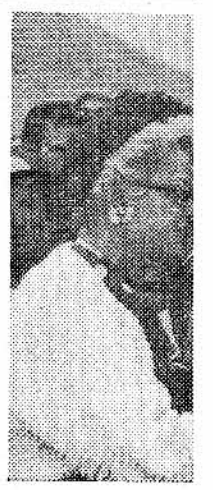

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## TRIUMPH RALL
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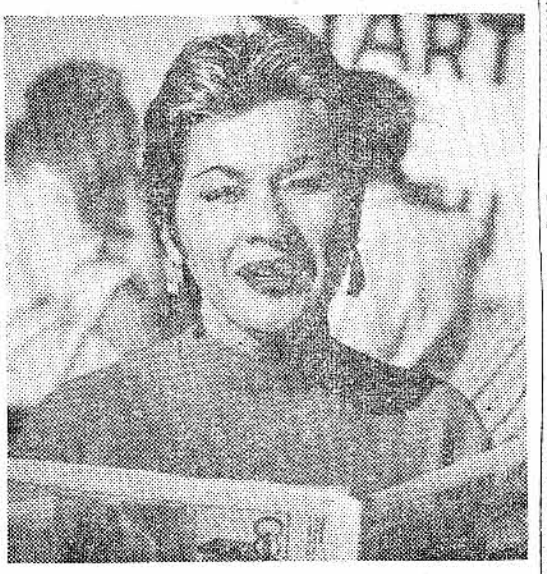
# Photo Highlights at Desert Races

Race Coordinator George Cary and Yma Sumac



—Ken Parker

Yma Takes Time to Read MOTORACING

—Vignolle & Powell

IGNACIO LOZANO, center, and Susan Cummings join bongo drummer at hectic party which started at Oasis and wound up at Biltmore. He's SCCA, LA Region, president.

—Verne Vignolle

CHAMPAGNE and kiss from Susan Cummings go to Jack Douglas, who traveled farthest "to almost race." Ignacio Lozano looks on. Presentation was at Oasis Hotel.

—Ken Parker

MAKING HIT at spa races was press-relief kits, LeMans style, stocked with vin (Paul Masson), French bread, cheese, onions, etc., made up by John Malone, PM and Simca representative.

—Vignolle & Powell

ONE OF many smash cocktail parties over weekend was thrown by Bill Elsworth, marking opening of his imported car dealership at Cathedral City. L to R: Mrs. Elsworth, Elsworth, Nina Anderton and Mrs. John Edgar. Huge party was at Blue Skies Village.

—Verne Vignolle

SHOWN AT finish line after Carroll Shelby won Palm Springs main event are Mrs. John Edgar, Susan Cummings, John Edgar, owner of winning 4.9 Ferrari, and Texas victor.

—Ken Parker

SKIN TIGHT—This lady's racing garb fit like a glove. Photog Ken Parker beat it as soon as he took shot.

## TRIUMPH RALLEYE TO BERRY COUPLE

Chuck and Barbara Berry, with 106 points, won the Triumph Owners' Club's Gambler's Rallye, run last Sunday from the Rose Bowl to Willow Springs race course. Fifty-three cars competed in the first event of the new TROC. Rallyemasters were Charley and Drisa Cooke.

## REAL DRIVING TEST

Sports Cars Limited, Bakersfield, stages a gymkhana Sunday, Nov. 25, 8 a.m., 14 miles north of Bakersfield on Highway 99. This one is strict test of driving skill—no balloon puncturing, no water carrying. Quarter-mile acceleration trials will be electrically timed at the Poso strip. It's the first annual for San Joaquin Valley.

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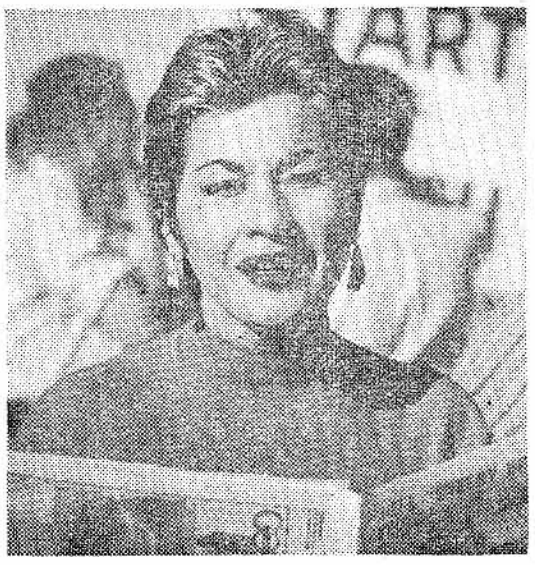

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## CARMELA'S Clipboard

By Carmela Martin

**PALM SPRINGS NATIONAL RACES**
**SCCA Los Angeles Region**
**November 3-4**

IT WAS a wonderful weekend for the fans, drivers and pit crews.

Although it seemed like a great deal of machinery didn't finish the races, those that did really made it worthwhile.

**John Malone** made a big hit with yours truly when he presented me with a press-relief-kit, Le Mans style, courtesy of Simca, the French automobile.

It contained a loaf of bread, a jug of wine—all I needed was thou! In all seriousness, the bread, cheese, onion, and two bottles of wine, in addition to the terrific bottle opener, were a big hit and most appreciated. I shall continue to carry it at all the races because it did come in handy, especially Saturday night when **Ignacio** was hungry.

It was so subtle. John is now handling the **Paul Masson** account and, of course, the two bottles of wine and the bottle opener were products of his new account.

**Ignacio Lozano,** sterling **RE** of **SCCA,** Los Angeles region, developed trouble with his fuel tank during the race Saturday. It seems he had too much air in the tank and line. No luck, Ignacio, with that story—we all know you ran out of gas!

Of course, **Dr. Karl Brigandi** did the same thing but was luckier. He ran out of gas right in front of the gas truck, filled up his tanks and finished the race. It seems the two Webbers use more gas than the old TF used to.

**Jay Chamberlain** had some hard luck Saturday when he went off the road in a corner, with a little help from a Spyder driver, and ended up in the sand, real stuck. **Lance Reventlow** also ended up in the sand, the results of taking a corner too wide. It wouldn't be a Palm Springs race without some cars stuck in the desert.

The tow truck men had some trouble with those little aluminum-bodied cars—nothing to hook onto.

Poor **John Fox,** drove all the way down from San Francisco Friday night, was late for technical and had to get a crew to do the car late. He went about two laps in practice in the Alfa Romeo 66 and bingo, transmission trouble and sat out the rest of the weekend. The other car he was to drive never did arrive in time for the races.

When **Mickey Thompson,** 85, came into the pits with a broken fork in his transmission cover, **Bill Murphy,** who was already out with no brakes, donated his to the cause. However, Mickey was plagued with transmission trouble and never could get going.

Saturday, he really did a man's job. When his car failed on turn 9, he wanted to finish the race, so he pushed that big Cad-Kurtis, with a blower yet, all the way home to the start-finish line for the checkered flag from **Al Torres.** What a job!

**John Beazley** really deserved sympathy. It seems someone stole the silver lady from his beautiful Rolls-Royce. Wonder if Scotland Yard will come over to investigate?

The Mercedes-Benz 300 S-Ls have really got to have something done about their oil situation. Both **Paul O'Shea** in 78 and **Jim Peterson** in 183 had to leave the race because of oil troubles.

Speaking of Peterson, he showed up Saturday with his Corvette, blew the engine into little pieces and was prepared to sit out the rest of the weekend. However, he came up Sunday with an SL and then had to stop when oil trouble and lack of tread on the left rear wheel forced him out.

**Bob Woods** really deserves a vote of thanks from the Renault drivers. **E. Frank Parker** blew up Saturday in the Renault Special-Spyder 58. Woods worked all night to build a new head and had Parker back in the race Sunday for a third in his class.

**Jim Kunz** had the right rear wheel crack on Saturday in his Renault sedan, 25, and Woods brought down all spare parts with him Sunday morning and helped the boys get back in the race, only to have the same thing happen again Sunday.

**Ruth Levy** in her 253 1600-Porsche was running well up in class on Sunday when, on the last lap, her push rod broke. First race she hasn't finished since she came to the West Coast.

Racing for me ended on Saturday also when someone, I won't say it was my father, **Dr. Karl Brigandi,** sheared off a bolt in the differential. The only thing in my defense is that Dad's race followed mine on Saturday and I took a first in class in the Abarth.

**Marion Lowe** showed what a tremendous driver she was when she wheeled her husband's car to a first in the women's race. She had planned to drive in the main-event, but the cam followers for her car just didn't get fixed so she drove Jim's car first and then he went on to take a first in class E in the main event in the car.

**Mary Davis** also turned in one mighty fine job of driving. She took the Cal-Sales TR 200, which she hadn't driven since they re-modified it, and won a second in the Women's race, ahead of Ruth in the Porsche, who finished third—furthest down she has finished a local event.

**Chamberlain** really had his problems. After his unfortunate trip to the sand Saturday, Sunday he was running so well, in such a pretty car, when his gear box locked and he drove the last laps in high but managed a second in class. That is really a beautiful paint job on a beautiful car.

**Harvey Mayer's** 91 also is a beauty and the red just seems to top it off. Of course, both drivers really wheel those Lotuses.

**William Kinner,** number one Corvette, had the misfortune to spin in turn 8 and two Jags, **Bob Weller** in 69 and **William Love** in 187, received bent fenders in the confusion. Love came into the pits because his tires were rubbing but Weller was able to finish.

**Clarence Raville** in the lovely black Pooper, 40, had a bad week end of it. Saturday, he dropped a pin from the A frame. Somebody found it and they were back in on Sunday. However, the A frame collapsed again and knocked him out of the running.

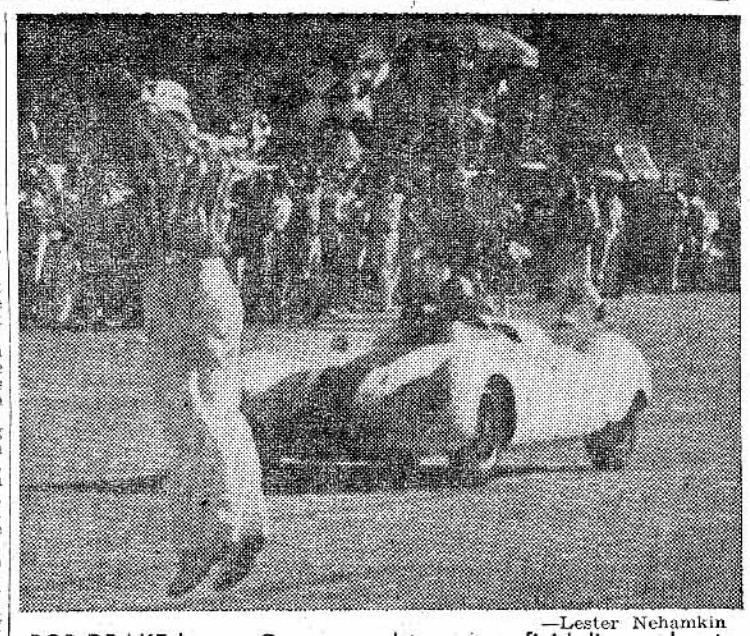
The crowd got a look at **Jackie Cooper's** driving technique Saturday when he took the Hagemann Special out for the qualifying race. Did a real fine job for his first time on the course.

One of the funniest things that happened all weekend was **Chick Leson's** 117, "accident." After starting the race Saturday he thought the plugs were fouling so he continued on thinking they would clear. By turn 3, things got worse so he got out to take a look. Upon opening the bonnet, something burst into flame and he grabbed it, stomping hard on the ground to put out the flames. A very embarrassed Chick explained that after warming up the engine, a tarp was placed over it. That's right—the tarp was left on by the pit crew!

There was a lot of beautiful machinery in the pits and the rigs of **Kimberly, Edgar** and **von Neumann** caused their usual flutter. **John Edgar** really does things up right. The inside of that van is fitted beautifully and must make it a joy for the mechanics.

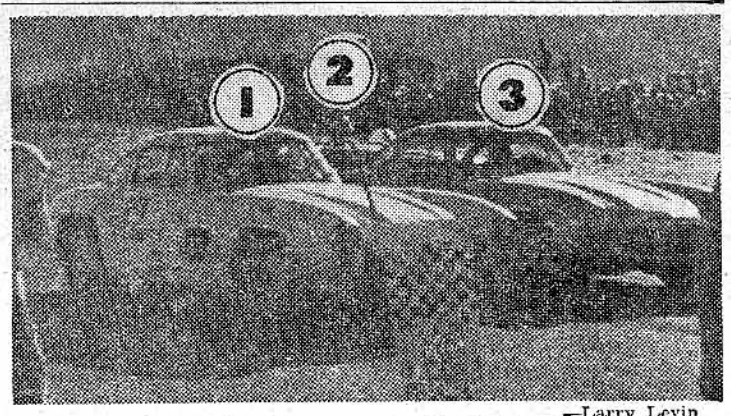
There were a lot of good looking things in the pits, too. Of course, I thought one of the best-looking ones was **Kirk Douglas** and when he bumped into me, my darling husband didn't even tell me who it was until too late. Must have been a smart move on his part.

It was a real great weekend and everyone is anxiously awaiting another Palm Springs race, which **SCCA Los Angeles region, says is coming** up in April.

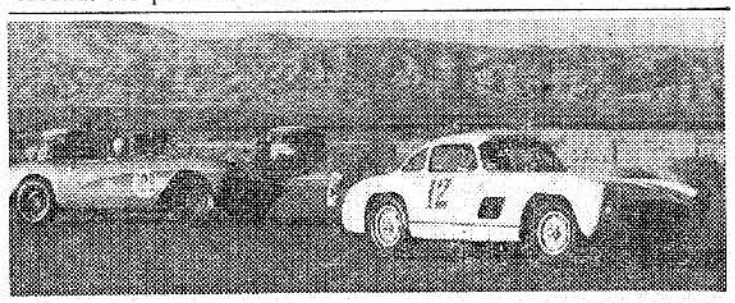


—Lester Nehamkin
BOB DRAKE booms Cooper roadster across finish line and gets the checker from Al Torres, colorful starter. Bob won under-1500cc 35-lapper after making 65-second pit stop.

—Lester Nehamkin
BOB OKER, piloting Ed Savin's AC Ac istol, scored smashing triumph in 1300-3000cc spa race fd oduction cars Nov. 4. Cowgirl Kitten Farrar cuddles up to him.



—Larry Levin
UPRISING—Slight byplay on cool-off lap of over-3000cc production race finds Rudy Cleye (1) halting and waving fist at Richard Thompson (2), winner. No. 3 is Jack Bates, who finished second. No punches were thrown.



—Ken Parker
JUST BEFORE JOUST—Rudy Cleye's Mercedes leads Richard Thompson's Corvette prior to hitting turn 3 at Palm Springs. Thompson allegedly nerfed Cleye three times during race. Note Corvette wheels, indicating Rudy may have sawed him off.

## LEYE UPLE

arbara Berry, won the Tri-lub's Gambler's Sunday from l to Willow rse. Fifty-three the first event . Ralyemasters d Drisa Cooke.

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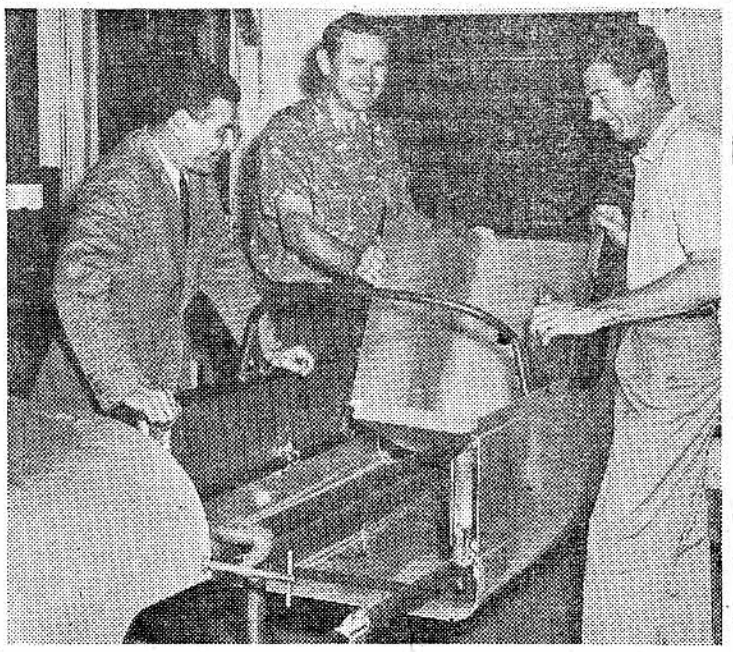

—Lester Nehamkin

HOW'S IT FOR SIZE?—This is Kurtis-built body being readied for racing car which Carroll Shelby plans to race at Indianapolis next Memorial Day. Left to right, Ed Walsh, owner of the car; Frank Kurtis and Shelby.

## Shelby to Turn Pro and Race In Indy 500

America's No. 1 sports car driver, Carroll Shelby of Dallas, who clinched the SCCA National title by his Nov. 4 win at Palm Springs, hopes to turn pro in a big way next year by racing in the famed Indianapolis "500" classic.

He will drive a Kurtis-Offy for Ed Walsh, St. Louis contractor and chairman of the SCCA National contest board. Shelby, along with Walsh and James H. Kimberly, SCCA National prexy, was at Kurtis' Glendale plant last week looking over the car body which is now being built.

Shelby returns to Los Angeles in February or March, hopes to race at Indy in May and then takes off to compete in the European Grand Prix circuit.

This year he captured practically every SCCA race in sight, both Regional and National.

It is expected the Indy rule requiring drivers to have competed in one year of sprint racing before the "500," will be waived. As a newcomer, too, he must pass the driver's test.

## Hill Scores in Spa Concours

With an entry of 40 beautiful cars, the Palm Springs Concours d'Elegance, held Nov. 3 in conjunction with the SCCA National races, turned out to be one of the more spectacular shows of the year due to a high percentage of cars in the over-$4500 bracket and the colorful background of the Desert Inn.

Adjudged best-of-show was Phil Hill's 1931 Pierce Arrow limousine.

Some of the more unusual cars were: 1937 Mercedes 540SK convertible, Bud Cohn; 1954 Ghia-Cadillac, J. Robert Neal; 1956 Rolls Royce convertible, Monte Herbert (only 2 built; Princess Margaret has the other one); 1947 Dual-Ghia (Chrysler), Sascha Lautman.

Judges were Basil Panzer, Niles Howell, Harry Laughton and E. Whiteside; entries handled by Jan Carlisle; post entries and scoring by Kitty Fleming. Class winners:

Sedans under $2500—Red Grow, 1930 Ford; sports cars under $2500 (post-war)—Paul Vusovich, 1948 MG TC; sedans under $2500 (post-war)—Beverly & Leonard Clow, 1955 VW; sports cars $2501-$3500—A. Vincent Wilson, 1937 Cord; sports cars $2501-$3500 (post-war)—Frank B. Arnott, 1956 Austin Healey 100 tied Howard Baker, Corvette; sports cars $3501-$4500 (post-war)—Mrs. Groucho Marx, 1957 Thunderbird; sedans $3501-$4500 (post-war), —Bill Corey, 1957 Jaguar 2.4; sports cars $4500-up (post-war)—Donald Novak, 1956 Mercedes 300SL; sedans $4501-up (post-war)—Ed McNeilly, 1952 Aston Martin; classics—Phil Hill, 1931 Pierce Arrow; dealer's cars—British Motor Car Co., 1956 Rometsch; best-of-show—Phil Hill, 1931 Pierce Arrow. (Classes pre-war unless indicated).

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## HILL PIERCE ARROW WINS SCCA CONCOURS

For the second straight year, Phil Hill's immaculate prize 1931 Pierce Arrow limousine won best-of-show honors at the Sports Car Club of America (Los Angeles Legion) Concours d'Elegance, held October 28 at the Miramar Hotel, Santa Monica.

The highly-successful "rolling-type" concours was handled by Eva May Johnson, ably assisted by Eleanor Mahon.

Sports cars (type used in sanctioned races, up to $2400 post-war, up to $1200 pre-war), Paul Vusovich, MGTC; Touring cars (up to $2400 post-war, up to $1200 pre-war), Claude Grow, Ford Sport Coupe; Sports cars ($2400-$3300 post-war, $1200-$1650 pre-war), Frank B. Arnott, Austin-Healey 100; Touring cars ($2400-$3300 post-war, $1200-$1650 pre-war), Larry Hall, Simca; Sports cars $3300-$5750 post-war, $1650-$2875 pre-war), Marion A. Weber, Lancia Spyder; Sports cars ($5750-up post-war, $2875 pre-war), Don Schoenert, Aston-Martin; Touring cars $3300-$5750 post-war, $1650-$2875 pre-war), Jack Coerne, Mercedes-Benz 190SL; Prestige cars (body builders), Phil Hill, 1931 Pierce Arrow; Antique cars (pre-1925), Clem C. Hiser, Overland; Competition cars (allowances for honorable battle scars), tie; Betty & Ogden Shutes, Porsche 1600 Speedster, and Jack Carr, MGTC; Reserve to best-of-show, Vusovich MGTC; Honorable mention, Shutes Porsche, Carr MGTC, Grow Ford Sport Coupe, Coerne Mercedes-Benz 190SL, Schoenert Aston-Martin.

# Plenty of Racing

Eight tentative racing dates for 1957 have been announced by the San Francisco Region of the SCCA, according to Clark McCartney, activities chairman. Locations and confirmation of dates will be announced later.

Tentative calendar:

March 16-17, April 20-21, May 25-26, June 29-30, August 3-4, Sept. 7-8, Oct. 12-13, Nov. 16-17.

The California Sports Car Club's previously-announced dates are as follows:

Jan. 19-20, March 23-24, May 18-19, June 15-16, July 20-21, Aug. 31- Sept. 1, Oct. 19-20, Nov. 23-24. (Press-On-Regardless Rallye, April 20-21).

Los Angeles Region of the SCCA has announced races April 6-7 at Palm Springs; rest of its calendar has not yet been made public.

San Diego Region of the SCCA is planning races in May, July and Dec.

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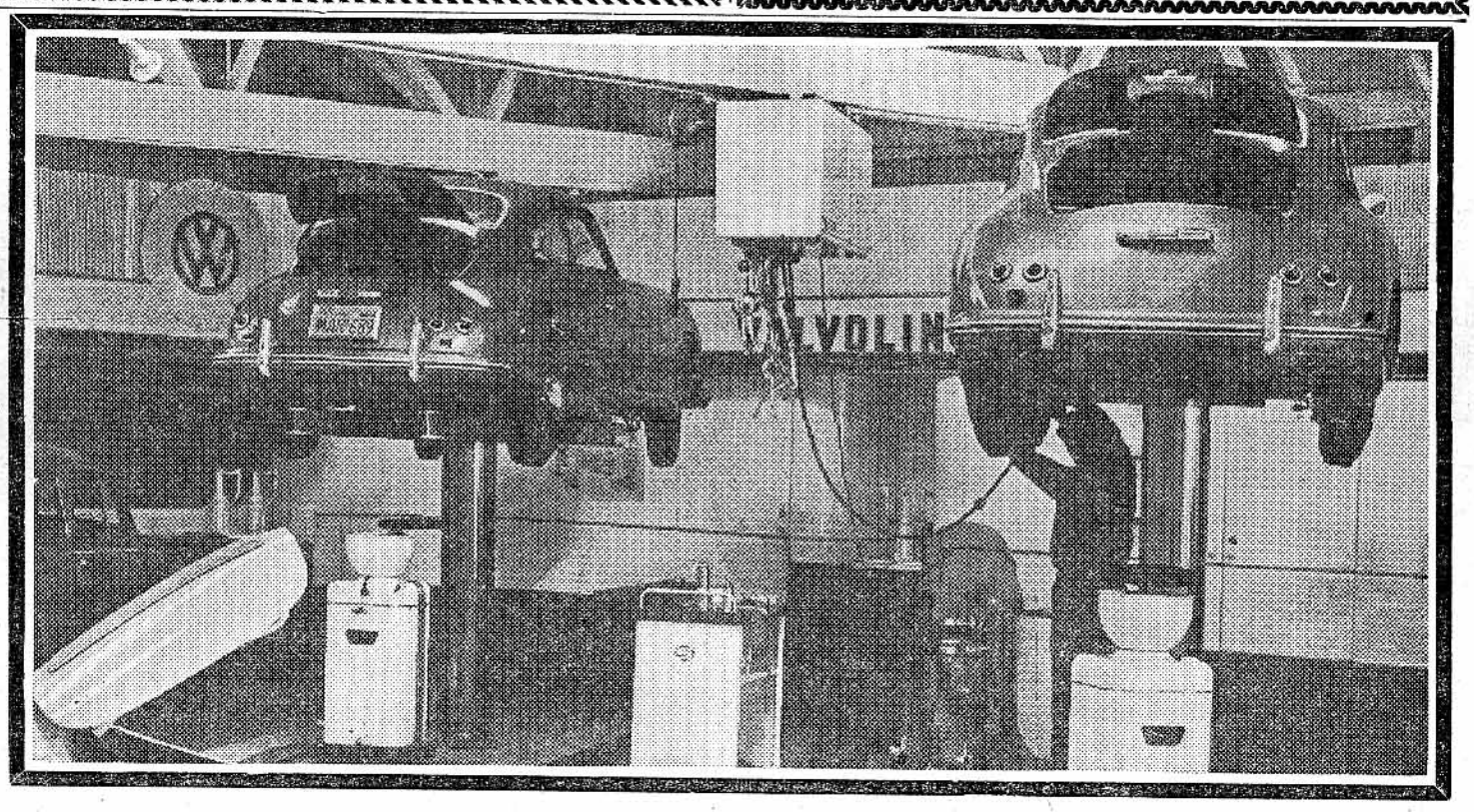

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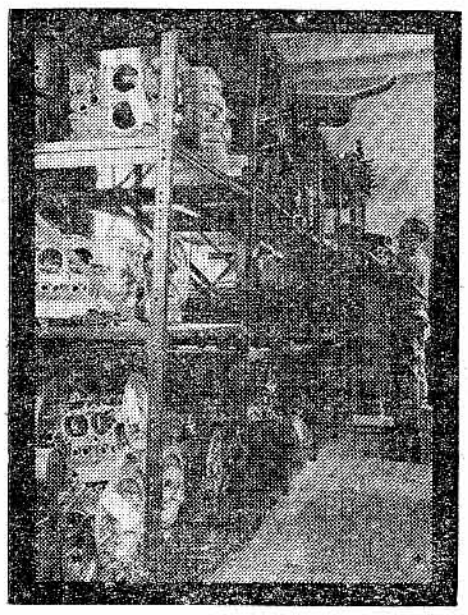

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## • Up the Straights

**By Jim Mourning**

### STILL A CHANCE FOR PRO BOYS TO MAKE THE GRADE

RECENTLY, WE clambered aboard our well-worn soap box and preached on the mess brought about by the gallop-for-gelt clan. We saw three possible solutions. The clubs could get off their posteriors and take a hand. Tony Parravano's rumored track might turn the trick. Or the pro kiddies might pull themselves up by their own G-strings.

The clubs displayed a really magnificent lack of interest and Parravano is still in Italy matching Ferraris with the factory. But a member of the RRR has stepped forward with some interesting conversation.

Donning our rubber-rimmed monocle, we wept copiously and viewed with alarm the damage being done to road racing prestige by the unsavory accusations being bandied about twixt the hungry dicers. The RRR spokesman assured us all that is in the past and that bliss and harmony prevail.

**We also beefed about running sports cars on oval tracks. He admitted this was one of the major plaints among RRR members and vowed racing in the (nearly) round would henceforth be avoided like racing for $3 trophies.**

**HUSH-HUSH BULL**

He hinted strongly about two new circuits that are being quietly planned with the pit gate ajar to all and added that "people are going to be surprised at a track that has been offered to us once the news gets out."

All of which was most interesting. But we were more concerned with the apparently new air that pervades the group.

In the last MOTORACING, a story about the pro go at Willow Springs appeared. It reported a crowd of 2500. Stripped of free-loaders, press laddies, guests, guests of guests and the normal publicity padding, this means somebody lost everything but their winter woolies. And they probably have a mortgage on them.

**Despite a well-run event featuring some really tight, exciting racing, the affair was a flop financially if not artistically. Enthusiasts with blue ears or sand-pitted uppers don't need three guesses why. A dandy snowstorm passed within miles and the weather was the type that does embarrassing things to brass monkeys.**

**A BIG GAMBLE**

Now, the pro boys have been around dicing long enough to know that any event at Willow is a gamble at best. But they gambled and the reason why is important.

Boiled down to its essence, the new board felt their members left the simonpures on the assumption they'd get nearly as much dicing as before. The board also felt that win, lose or draw, they were obligated to give it to them even if it meant Willow in a bad season. That kind of philosophy has been missing from their ranks for a long time.

**A month ago the clubs could have broken the back of pro racing by declaring an amnesty. Now, we're not sure. Only time—if we may coin a cliche—will tell.**

★ ★ ★

**HOW ABOUT CURT?**

And speaking of new boards, the time is near for the CSCC to start making nominations for theirs. Lately, it has been fashionable to make pointed suggestions to their benefit. But fearing we might be considered unfashionable, we'd like to toss in the name of Curt Warshawsky, current Chief Tech Inspector for the Cal clan. And lest he be stuck with the stigma of the opinions of this column, let it be noted that he occasionally disagrees with us. But we think he's a sharp lad and good governing material anyway. Which is about as far as we're ever going in backing anyone.

**FORMULA FOR RENDERING GARMENTSFIRE-RESISTANT**

In one gallon of hot water, dissolve 10 ounces of borax and 8 ounces of boric acid. Dip and soak garments in this solution at least three times, allowing garments to dry completely between dippings.

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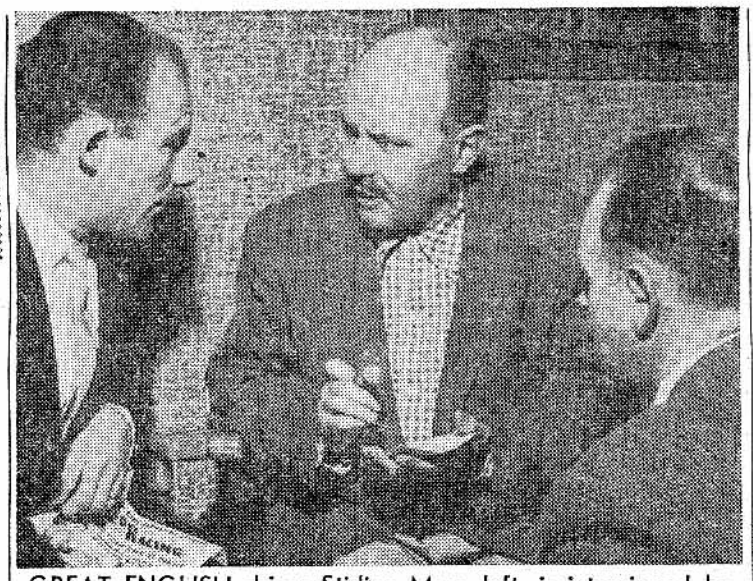

GREAT ENGLISH driver Stirling Moss, left, is interviewed by Gus V. Vignolle of MOTORACING, and Wilson Springer, right, L. A. Herald-Express, at party held in his honor last week at Blarney Castle.

## Moss Pays Visit to L.A.

**Short, husky Stirling Moss of England, second to Juan Manuel Fangio in the world's championship this year, stopped briefly in Los Angeles last week on his way to Australia.**

**He was honored at a party staged by The Tigers at Blarney Castle.**

**Moss was due to leave Nov. 15 for Down Under, competing in Grand Prix and sports car races in Melbourne Nov. 25 and Dec. 2 during the Olympic Games. He leaves Dec. 3 to race at Nassau during the Dec. 3-9 speed week. Then he booms for races in South America, the first at Buenos Aires.**

**Next year he drives for Vanwall in Grand Prix races and for Maserati in South America Grand Prix competition and sports car the rest of the season. He also divulged he had signed a 10-year contract with Lodge spark plugs.**

## Fords 1-2-3 in Stock Car Go; Panch on Top

1956 Fords were 1-2-3 in the 150-mile NASCAR Grand National championship '57 season opener last Sunday at Willow Springs' 2½-mile course.

First was Marvin Panch, Charlotte, N. C., followed by Genn Roberts and George Seegar, who had second clinched until he blew a tire on the 60th and last lap.

Except for a brief spell, when he pitted for tires and fuel, Panch led all the way. He won the 25-mile qualifying heat race. Unofficial summary:

Marvin Panch, 1956 Ford; Glenn Roberts, 1956 Ford; George Seeger, 1956 Ford; Jim Paschal, 1956 Mercury; Ed Pagan, 1956 Ford; Bob Ross, 1956 Mercury; Lloyd Dane, 1956 Ford; Scotty Cain, 1956 Ford; Paul Goldsmith, 1956 Chevrolet; Dick Getty, 1956 Chevrolet. Time: 1 hour, 56 minutes, 26 seconds.

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5 NEW MICHELIN "X" TIRES. 550x16. Bargain for immediate sale. CR 4-1092.

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1954 DEUTSCH-BONNET 2nd Class H, SCCA Palm Springs November 1956. Dual Strombergs, Michelin "X" tires, Mallory coil, new brakes and paint. $1650. Bill Boone, 11518 Breckenridge Dr., Whittier, Calif. OXbow 3-3627.

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## European Scene

By W. Robert Nitske

# GIANT-KILLING NEW PORSCHE BLITZED, GOES UP IN FLAMES

THE SPECTACULAR Berlin accident of Richard von Frankenberg, driving the prototype Porsche Spyder on the fast Avus track, (the erstwhile Automobil-Versuchs und Uebungs-strasse) focused attention on this make of rapid sports car.

**Entering the steeply-banked north turn of the track, and riding on the higher edge, the car suddenly lifted up its front, somersaulted high into the air, throwing its driver into the bushes, and landed smoke-trailing in the auto-park below. The wreck burned, sending heavy smoke clouds into the sky. The driver was hospitalized.**

The new Renn-Sport (Racing sport) Porsche was built on a shorter wheelbase than the regular works cars, was smaller and had an even more aerodynamically - designed body. The rear axle was changed and front axle was slightly different from the regular model. The four camshaft engine was the same as the others, developing with the two double-barrel Weber carburetors about 135 horsepower. It was faster in the straights than the regular works cars, but the road-holding did not seem too satisfactory.

### BURNED-OUT WRECK

Now the new experimental machine is a burned-out wreck!

The regular works Renn-Sport cars were faster than the AWE and Cooper-Climax competitors. Count von Trips won the 30-lap event at an average speed of 125 and a Porsche 1500cc car that was indeed fast traveling for the 156.6 miles. Hans Hermann placed second with his Porsche RS.

These same cars were a sensation at the 1000-KM race at the difficult Nurburgring.

**Even in the training period they had been excellently driven by their experienced pilots. In the line-up, according to the best lap times, Fangio was first with his Ferrari; then came two 12-cylinder Ferraris of Musso and Trintignant and Hill and Wharton, a 3-liter Maserati with Moss and Behra, and a Jaguar with Hawthorn and Titterington, and a Maserati with Schell and Taruffi.**

The next cars were the Porsche Spyder of von Frankenberg and Hermann, two Aston Martins, a Jaguar, a Ferrari, and the other Porsche, driven by von Trips and Maglioli.

At the half time, the Trips-Maglioli Porsche traveled in sixth place, behind the leading Moss Maserati, three Ferraris, and one Jaguar. Hermann drove a lap at 10:23.1, or 81.79mph, an amazing feat. The Porsches placed fourth and sixth overall!

### A REAL BOMB

The newer type was to be a faster car yet. It had been tested in a race on the reopened Solitude track near Stuttgart and great things were expected from it. It could easily have been the Giant-Killer!

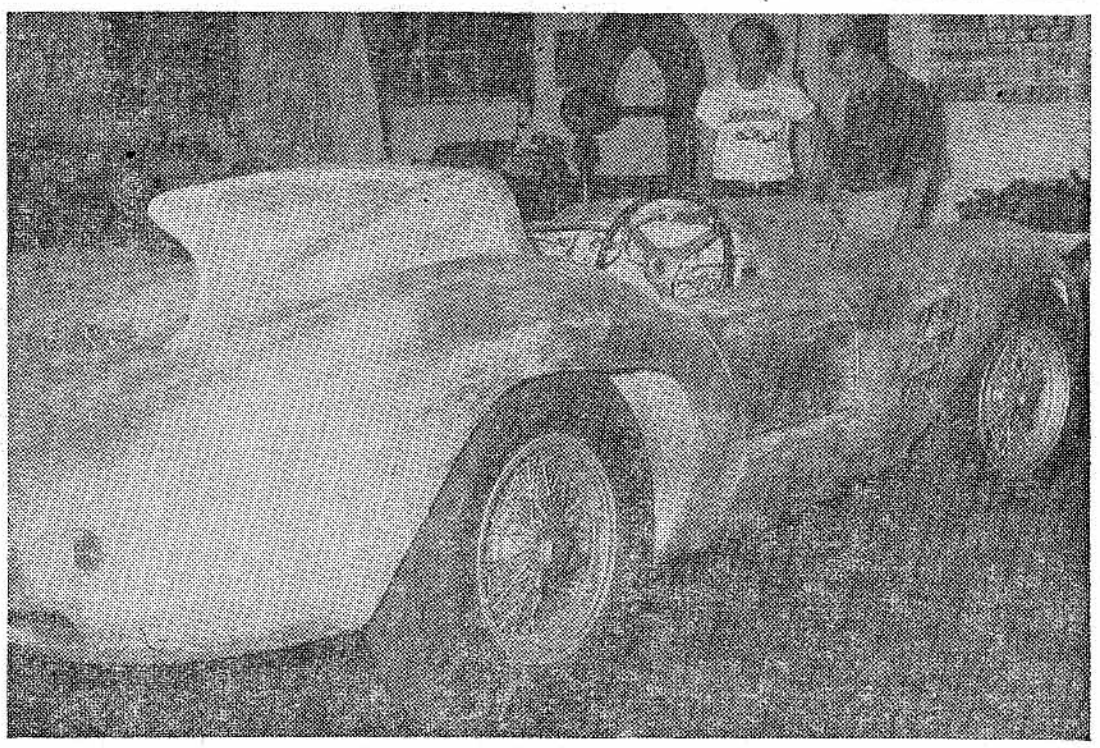
While the fast Porsche RS cars were one sensation at Nurburgring, the little Alfas were the other.

**Pitted against the 1300cc Porsches, they ran away from them and threatened the larger displacement production sports cars. The winning averages tell the story in graphic detail. The Bonnier and Fraser Alfa Romeo Giulietta Veloce averaged 69.68mph; the best 1300 Porsche was four laps behind. The 1500 Porsche Carrera of Nathan won with an average of 69.92mph in the larger class.**

### THEY REALLY GO

As a production car the little Alfas seem to be unbeatable; at least for the time being. And while the big-bore cars always get the publicity and the greatest ovations at all sporting events, the smaller ones often certainly provide interesting sidelights.

A superb illustration as to the difficulty of the Nurburgring circuit is the fact that Behra said that he had to shift gears in his 3-liter Maserati 54 times per lap. The 12-cylinder Ferraris needed shifting 36 and the 4-cylinders 34 times to get them once around the Eifel Mountain course. Some fun! And for 44 laps, too.



—Vignolle & Powell

4.9 FERRARI — Her's one of the Italian speedsters owned by Tony Parravano and redesigned to his specifications by Jack "Willie" Sutton, left. Looking on is his aide, Art Varney. Car has been streamlined and the frame shortened five inches for better handling on short, tight circuits. Rumors have been denied Juan Fangio will tool this machine at Nassau.

## MOTORING fo(u)r FUN

By John Foster
National President, FCCA

A RESOLUTION loaded with dynamite was presented to the assembled members of the Sports Car Council at the November meeting. The Council wisely has ruled that this resolution be read to, and discussed with, all members of the 45 clubs represented. I'd like you to make a point of attending your next club meeting and help to decisively resolve the points covered in the resolution. The future of your club and your chosen sport largely depends upon the outcome.

JOHN FOSTER

For the past six years the So. Calif. Council of Sports Car Clubs has provided all of us with the opportunity of regularly meeting representatives from other member clubs. The results of these monthly meetings and the splendid work by the various committees have long been enjoyed by all of us through such tangible items as the annual calendar of open events, the rallye, gymkhana and concours codes and the roster of clubs and their officers.

### IMPORTANT POINTS

Equally important has been the valuable exchange of ideas, invitations and constructive criticisms that are responsible for the pleasant amity and understanding between member clubs.

**From time to time, however, personalities clash, differences of opinion arise, or the danger of choking ourselves with our own rules and regulations arises. Characteristics that seem to be found whenever men get together to try to get together!**

Personally, I cringe with each new resolution or set of rules. I hate any rule that dictates how I will spend my leisure time. Inevitably each new rule requires enforcement, and when a club becomes punitive, I'm all for pulling out. Life's too short for that. Yet the advocates for each new rule are convinced it is for everyone's protection and considered necessary. Maybe you do, too.

### ACTION COMING

Certainly some rules are necessary in the best interests of our sport. But I believe they should be kept to a minimum, be strictly for our guidance and never, but never, require us to 'police' ourselves or 'boycott' an event.

**At the next meeting of the Council the pros and cons of these latest resolutions will be weighed and action taken. Your representative will be speaking and voting for you. See that he knows your wishes. Vive la sport!**

## NEW MEXICO RACE

FORT SUMNER, New Mexico, Oct. 28—Jack Hinkle, driving George Tilp's Monza Ferrari, won the 96-mile SCCA over-1500cc feature by one lap here today. Alex Budurin, Buick-Kurtis, was a close second until his engine went out on the 20th lap. Bobby Burns took second in a Cooper Climax.

### DOUGLAS MEETING

Annual dinner dance of the Douglas Santa Monica Sports Car Club will be staged Nov. 23 at Fox Hills Country Club. Balloting for new officers will be announced Halloween Rallye winners to be honored include R. J. Smith, driver, and Virg Arnett, navigator.

## Auto Show Under Way

New 1957 models of twenty-eight foreign cars—among them DKW, Triumph, MG, Austin Healey, Rapier, Hillman Minx, Volkswagen, Porsche, Simca and Volvo — are capturing the eye of throngs at the 34th Los Angeles International Auto Show, which opened at the Pan-Pacific Nov. 15 and runs through the 25th.

Models are on display from 10 a.m. to 11 p.m.

One of the most unique exhibits is entered by Cal Sales, Triumph TR3 distributor. It is a glittering, moving carrousel with the 1957 TR models.

Sportsman Peter Satori, the DKW distributor, also has entered one of the most luxurious cars ever built—a $25,000 Rolls Royce.

A fashionable "celebrity premiere" marked the opening of the Fiesta-theme show.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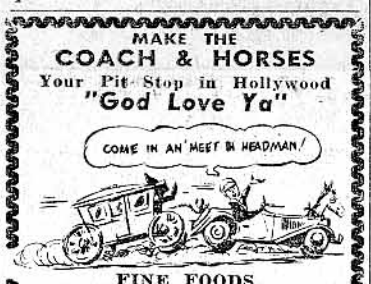


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# PistoNotes . . .

By Jules Delancey

GEORGE TILP'S 3.5 Ferrari, which **Phil Hill** drove to second at Palm Springs, has been sent back east for needed work before Nassau, Dec. 3-9 . . . Rod went out on the **von Neumann** Monza at the spa, leaving Phil without a ride for Paramount this weekend . . . They're installing fuel injection on the **Lance Reventlow** Cooper for Nassau. This should be interesting.

Tough Luck Note: **Ed Savin** is unable to accept the invitation to enter the AC Ace-Bristol at Nassau. **Bob Oker** would have rocked 'em . . . Ho hum: Three new tracks allegedly coming up. The **Tony Parravano** pro setup supposed to be in the Del Mar area . . . **Peter Page** says **Stirling Moss** has signed a 10-year contract with Lodge spark plugs. And **Thatch Darwin** asks if you've noticed the terrific percentage of winners at all races hereabouts who are using Lodge plugs.

Good to hear **Meyera Buchanan** is recovering from an illness back in N.Y. Hubby **George**, coming out of the Blarney at the **Stirling Moss** party, was blinded by the kleigs **Rudy Cleye** had out, booming the Nov. 18 piano fandango (32 ivory ticklers going at the same time). Said George: "What is this, they taking movies?"

Popular, hard-working **Frank Alten** of KBLA Motor Classics fame has been made an honorary member of the 4-cyl. Club of America . .. At the Moss blowout he interviewed beautiful **Jacqueline Evans**, the English actress-driver who had a sort of reunion seeing **Phil Hill** and **Richie Ginther** again. Hadn't seen 'em since the Mexican road race. Jacqueline has driven in **ALL FIVE** of the Mex. races. She's in film work here now after living 10 years in Mexico City, and is anxious to join the WSCC and again become active in the racing picture. Chances are she'll drive for **JOE LUBIN** — maybe the Aston Martin or Cooper that **Bob Drake** has been steering. WSCC should ink her quickly before she changes her mind. A really great addition to the local colony.

**Jack McAfee** says no **John Edgar** machinery for Paramount — everything being readied for Nassau . . .**Otto Zipper**, the BevHills VW-Porsche dealer, back from four weeks in Europe. He just did beat the shooting in Vienna. He and **Carol** are awaiting a bambino . . . Try and get a current copy of "The Wheel," SF Region SCCA sheet. **Tom Wilson** has a classic—a real gem.

**Joe Lubin**, owner of the Cooper which Bob Drake drove to that incredible victory at Palm Springs, has left for Europe. What a fillip he has been to the sports car scene . . . How about those Maseratis for **Tony Parravano?** Is he back yet, **Bill Gardner?**

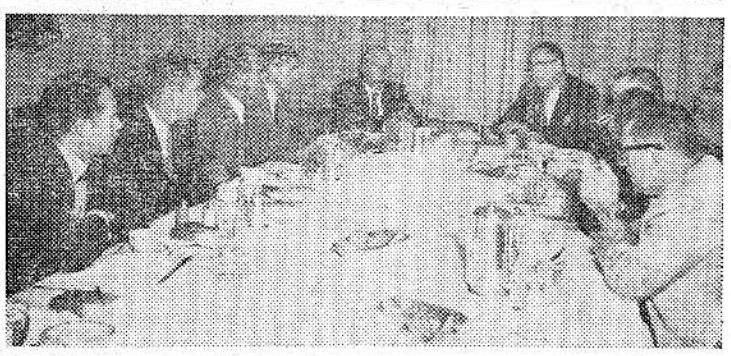
Driver **Jim Mathews** is keeping listeners happy on two fronts: with his informative Sports Car Notes on Sundays, 2:40 p.m., and Sunday Siesta (excellent music), 2:30-4 p.m., both over KNX . . . Few know that Starter **Al Torres** came dangerously close to losing both feet as a result of that infection. He was in bed three weeks. Despite taking it easy at Palm Springs, note how far off the ground he was in photos appearing in this issue . . . Signs of the Times: Let's Stamp Out Sports Cars . . . Made in Ita by the Mafia . . . Made in Africa by Ants . . . Plans are afoot to stamp out that guy who for the past two of three races has rousted the hotel populace with his miserable motorcycle. Dibs for the first punch.

**Lynn Calvert** and **John Newman** have left **Nick Pastor** in South Gate to join the sales force for **Irv Kreisel** at Continental Car Imports in Culver City. Calvert, who has taken [illegible] had been with Pastor for 4½ years . . . **Bill P. Johnson** says to watch for grand opening of Monise Motors' new giant showroom and shop facilities, plus dyno and racing shop.

CAL MAKELA, service manager for Johnson Motors, Western U.S. distributor of Triumph motorcycles, left last Sunday for England and the Earl's Court Cycle Show in London. He will visit many part depots and manufacturers in Europe.

## IT'S A F-O-O-O-R-R-D

BIRMINGTON, Ala., Oct. 28 — Handsome Johnny Mantz, Duarte, Calif., driving a 1956 Ford, won the 100-mile "Dixie 200" stock car race by 1½ laps today.



VALVOLINE OIL chief technical director R. L. Sailor discussed road racing lubrication problems at a breakfast held for press at the Statler Hotel. Left to right, Paul Sorber, Motor Trend; Dean Batchelor, Motor Life; Ray Brock, Hot Rod; John Bond, Road & Track; Gus V. Vignolle, MOTORACING; Sailor; Amos Corgiat, Valvoline division manager; Chuck Wheeler, asst. division manager; John Malone, public relations counselor; Racer Brown, Hot Rod.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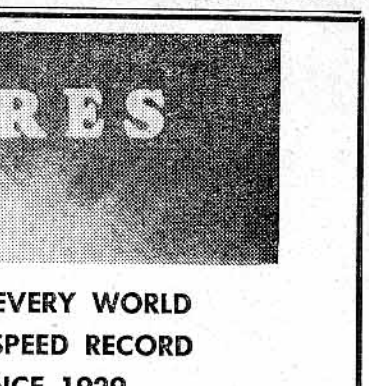


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## MORE ON PALM SPRINGS

**(Continued from Page 3)**

Murphy went out until the finish, Erb remained third.

McAfee, followed by Jerry Austin, D-Jag, and Barneson, finally lost fourth to the latter five laps before the finish.

Shelby averaged 78.55mph and covered the distance in 1:20.16.

There was a switch in the under-1500, with Lovely taking over the LeMans Porsche instead of McAfee. Kingfish Edgar said he was "better fitted for the car."

**KUNSTLE LEADS**

But nobody could have beaten Drake today. He was superb.

Jean Pierre Kunstle took the lead for the first lap, but from the second through the 28th it was Lovely. Drake rocketed into second after the first lap and stayed there until the eighth. Following his misfortune, a terrific duel ensued between Richie Ginther, Porsche, who finished third, and Kunstle, Porsche, who eventually was forced out when he lost third gear. McAfee, Porsche, took fourth, and Jim Kimberly, OSCA, was fifth.

**When Drake came back he started charging, was sixth by the ninth, fifth by the 12th, fourth by the 16th, second by the 20th and first on the 29th. He finished with no oil pressure, no brakes and the transmission locked in third! He averaged 76.6mph and the time was 1:22:56.**

The production race for cars over 3000cc and Mercedes was won by Dr. Richard Thompson, the Washington, D. C. dentist, in a Corvette. Muchly-improved Jack Bates led until the 15th and last lap in an SL and took second. Rudy Cleye, SL, was third. Winning average was 72mph.

This one created a stink. There were reports Thompson nerfed Bates and Cleye aplenty, and on the cool-off lap Cleye cut in front of Thompson, who had to slam his brakes, and waved a menacing fist at the winner.

**And in this one Bob Oker, AC Ace-Bristol, and E. Forbes-Robinson, Austin-Healey, were permitted to enter, then were black-flagged out of the action. Oker says he was told if he won the 1300-3000cc production go, he would be allowed in this race provided he started dead last.**

Oker was eight seconds behind Bates at the end of the second, passed Thompson and was fourth overall when he got the kibosh. It looked as though he would have had no trouble winning this one, too.

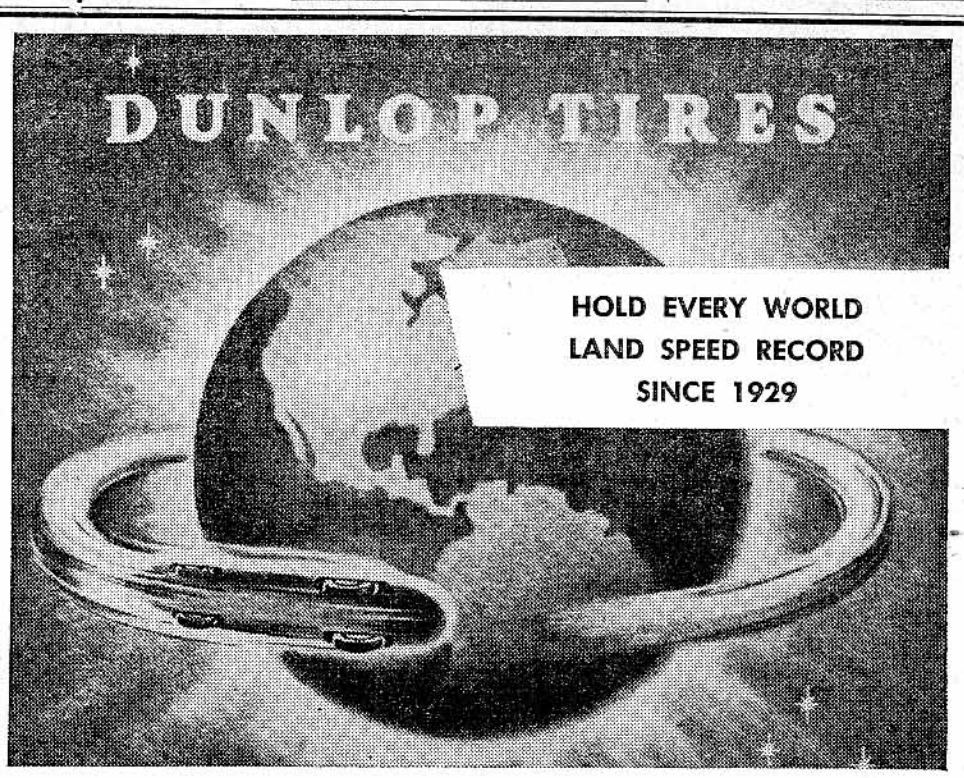
**MISUNDERSTANDING**

It appears that it was a misunderstanding between Race Chairman Lindley Bothwell and Dr. Karl Brigandi of the contest board. The point is, they should never have been allowed in the race. Ed Savin, owner of the Bristol, says he is through with the SCCA forever.

Highly-touted Paul O'Shea, SL, last year's champion, went out on the seventh with a broken oil line. He was not leading at the time.

**Oker took the measure of Robbie by three seconds in the 1300-3000 production race. Marion Lowe, Frazer-Nash, again nailed Ruth Levy, Porsche, who was third this time. Mary Davis, Triumph, was second. Richard Morse, Alfa Romeo Giulietta, won the race for small production cars, while Duane Alan, Buick, took the veteran car shebang.**

**Highly-interesting five-lap qualifying races to determine grid positions were held Saturday.**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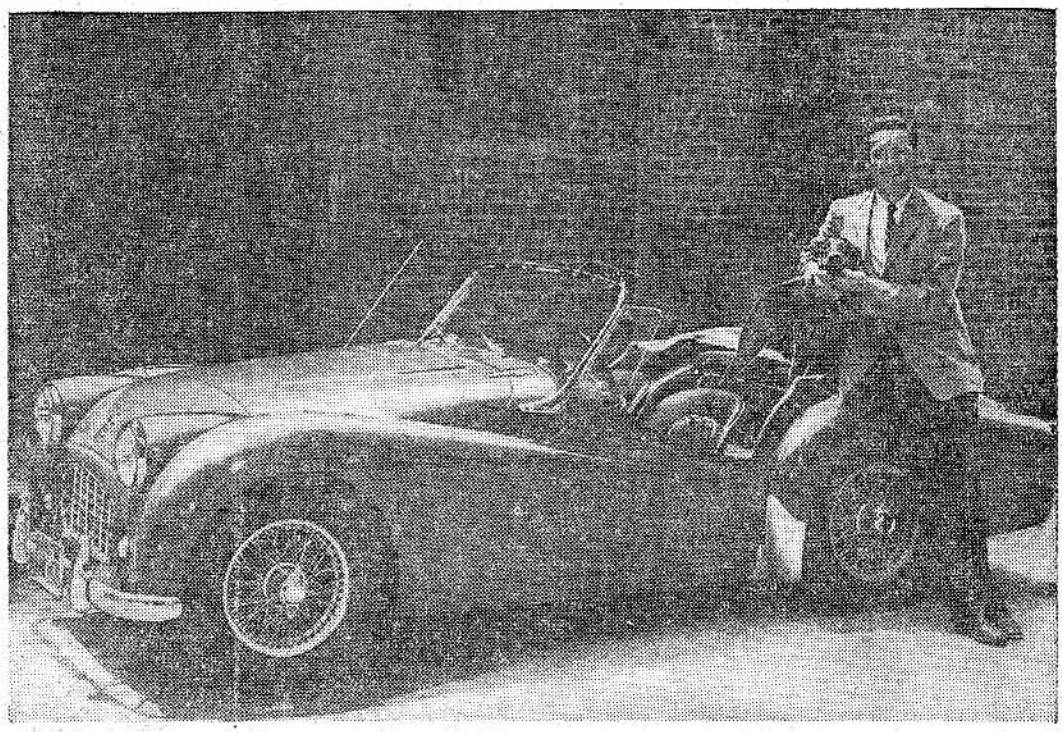

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